



5/5



DOCUMENTS DEPT.

SAN FRANCISCO  
PUBLIC LIBRARY

REFERENCE  
BOOK

Not to be taken from the Library

SAN FRANCISCO PUBLIC LIBRARY



3 1223 03476 4226

JUL 18 1997

DOCUMENTS DEPARTMENT





Digitized by the Internet Archive  
in 2013

<http://archive.org/details/5minutes1995sanf>



ST  
A45  
#2  
1/17/95

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

FEB 16 1994

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

JANUARY 17, 1995

9:00 A.M.

ROOM 282 - CITY HALL  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

PATRICK A. MURPHY  
President

L. ANDREW JEANPIERRE  
Vice President

MARIE K. BROOKS

MICHAEL S. STRUNSKY

ROLAND A QUAN

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

January 17, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of Dec. 20, 1994	95-0001	3
D.		DIRECTOR'S REPORTS:		
	1.	Status Report of Master Plan Project Expenditures		3
E.		ITEMS INITIATED BY COMMISSIONERS:		
		West of Twin Peaks Noise Complaints		4
		Back-up Power Cables		4
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	2.	Nomination of Construction Management Consultants for Master Plan Projects	95-0002 thru 95-0014	4-5
	3.	SFIA Noise Abatement Regulation Sideline Limit	95-0015	5-6
	4.	Approve Mod. No. 3 to Professional Services Agreement with Ross & Baruzzini	95-0016	6
	5.	AMPCO Parking Agreement - Exercise Fourth One-Year Option	95-0017	6
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	6.	Award Professional Services Contract to HHM, Inc.	95-0018	6





7.	Authorization to Accept Bids for Two Concession Leases (A & B) to Provide Mobile Catering in the Taxi Staging Area of the Airport Garage	95-0019	6
8.	FAA: New Leases for the CAT. III ILS Systems for Runway 28R	95-0020	6
9.	Authorization to Contract with Peninsula Corridor Joint Powers Board to Operate CalTrain-SFO Shuttle	95-0021	6-7
10.	Reimburse United Airlines for Installing of Card Reader Security System	95-0022	7
11.	Resolution Appointing J. Stanley Mattison to the Art/Airport Joint Committee	95-0023	7
12.	Retirement Resolution: Robert Giorni	95-0024	7
13.	Travel/Training for FY 1994/95	95-0025	7
14.	Ratification of Personnel Actions	95-0026	7
H.	PUBLIC HEARING:		
15.	Hearing on General Aviation Aircraft Storage Rate Increase		7-8
I.	NEW BUSINESS:		
J.	CORRESPONDENCE:		
K.	CLOSED SESSION:		
	Personnel Matters		8
L.	ADJOURNMENT:		





Minutes  
of the  
Airports Commission Meeting

January 17, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:03 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:

Hon. Patrick A. Murphy, President  
Hon. L. Andrew Jeanpierre, Vice President  
Hon. Marie K. Brooks  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of December 20, 1994 were adopted by order of the Commission President.

No. 95-0001

\* \* \*

D. DIRECTOR'S REPORTS:

1. Status Report of Master Plan Project Expenditures

Report on the Status of Master Plan  
Project expenditures as of 12/31/94.

Mr. Lou Turpen, Airport Director, explained that this item provides a brief but comprehensive report on the status of Master Plan Project expenditures in graphical and spreadsheet formats. Suggestions made by Commissioners Mattison and Strunsky have been incorporated and include a status bar shading to indicate whether an item is ahead of or behind schedule; a column for overruns and underruns; and, a status date which would indicate that the information was current as of the date stated.

\* \* \*



E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Strunsky asked for a report on the West of Twin Peaks complaints concerning aircraft overflights.

Commissioner Murphy asked for a general noise update to include the San Francisco and other cities.

Mr. Turpen said that a report will be prepared on the Airport's noise mitigation efforts since 1981 and presented to the Commission.

Commissioner Strunsky raised a question of whether the Airport's primary and back-up power cables ran in the same trench.

Mr. Turpen said that the systems do not run in the same trench. He said that Mr. Jackson Wong will prepare a memo to the Commission which will provide further information.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item No. 2 was adopted unanimously. The Commission voted unanimously to recuse Commissioner Jeanpierre from voting on the following resolutions under Item No. 2: Nos. 95-0004, 95-0007, 95-0008, 95-0011. The Commission voted unanimously to recuse Commissioner Quan from voting on the following resolutions under Item No. 2: Nos. 95-0002, 95-0003, 95-0005, 95-0009, 95-0011 and 95-0013.

2. Nomination of Construction Management Consultants for Airport Master Plan Projects

Resolution approving Architects and Engineers Selection Panel's nomination of construction management consultants for the first group of Master Plan projects and authorizing staff to prepare contracts for the Commission's consideration.

No. 95-0002 Overall Coordinating Construction Management Consultant for Master Plan Program - O'Brien-Kreitzberg & Assoc. / Luster Construction Management / GKO & Assoc.

No. 95-0003 New International Terminal & Related Projects - SFO Associates, A Joint Venture of Parsons / AGS, Inc. / EPC Consultants / Business Development Inc.

No. 95-0004 Boarding Area G & Related Projects - Lehrer McGovern Bovis / F.E. Jordan Assoc. / Cabellon Assoc.





- |             |  |
|-------------|--|
| No. 95-0005 | New Boarding Area A & Related Projects -<br>Morse Diesel International / Arcost/CPM<br>Group / Cornerstone Concilium /<br>Lee-Trenchard Consulting |
| No. 95-0006 | New Boarding Area B & Related Projects -<br>Daniel, Mann, Johnson & Mendenhall /<br>Luster Construction Management / AGS Inc.                      |
| No. 95-0007 | North & South Ground Transportation<br>Centers & Related Projects - Turner<br>Construction / The Allen Group / CPM<br>Services                     |
| No. 95-0008 | West Field Cargo & Maintenance Facilities<br>& Related Projects - Don Todd Assoc. /<br>EPC Consultants / The Allen Group                           |
| No. 95-0009 | North Field Cargo Facilities & Related<br>Projects - Morrison Knudsen / AGS, Inc.<br>/ Luster Construction Management                              |
| No. 95-0010 | Pan Am & Delta Airlines Buildings<br>Renovations & Related Projects - Richard<br>Sampson Assoc. / CPM Services                                     |
| No. 95-0011 | Elevated Roadways, US-101 Ramps, 1-380 to<br>US-101 Connector, & Related Projects -<br>Holmes & Narver / Arcost/CPM Group /<br>F.E. Jordan Assoc.  |
| No. 95-0012 | Airport Light Rail System - PGH Wong<br>Engineering / Luster Construction<br>Management  |
| No. 95-0013 | Resource Consultant for As-needed<br>Services - Day & Zimmerman / Arcost/CPM<br>Group  |
| No. 95-0014 | Resource Consultant for As-needed<br>Services - Brown & Caldwell / Beyaz &<br>Patel  |

Commissioner Quan announced that as of Friday, January 13 he has severed his business relationships with those clients in which a conflict of interest exists.

Item nos. 3 through 5 were adopted unanimously.

3. San Francisco International Airport Noise Regulation Sideline Limit

- |             |  |
|-------------|--|
| No. 95-0015 | Resolution retaining 103 EPndB as the<br>Sideline Limit for Late Night Operations<br>at San Francisco International Airport. |
|-------------|--|





4. Approve Modification No. 3 to the Professional Services Agreement with Ross & Baruzzini

No. 95-0016

Resolution approving Mod. No. 3 to the Professional Services Agreement with Ross & Baruzzini of Missouri, Inc. in the amount of \$450,000.

5. AMPCO Parking Agreement - Exercise Fourth One-Year Option

No. 95-0017

Resolution exercising the fourth one-year option of AMPCO's Operating Agreement for Public Automobile Parking Facilities.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 6 through 14 were adopted unanimously.

6. Award of Professional Services Contract to HMM, Incorporated

No. 95-0018

Resolution approving budget and awarding Professional Service Contract for Contract 5538, Design of New East Underpass to HMM Inc. in the amount of \$1,149,000.

7. Authorization to Accept Bids for Two (2) Concession Leases (A and B) to Provide Mobile Catering Service in the Taxi Staging Area of Garage

No. 95-0019

8. FAA: New Leases for the CAT. III ILS Systems for Runway 28R

No. 95-0020

Resolution authorizing execution of three (3) FAA Lease Renewals for the CAT. III ILS Systems for Runway 28R.

9. Authorization to Contract with the Peninsula Corridor Joint Powers Board to Operate CalTrain-SFO Shuttle

No. 95-0021

Resolution authorizes Director to contract with Peninsula Corridor Joint Powers Board to operate the CalTrain-SFO Shuttle for a period from Feb. 7, 1995 thru Sept. 30, 1995 and enter into an



agreement with the Bay Area Air Quality Management District for them to cover the 20% off-Airport portion.

10. Reimburse United Airlines, Inc. for Installation of Card Reader Security System

No. 95-0022

Resolution reimbursing United Air Lines for installing a card reader security system in the International Terminal, at a not-to-exceed amount of \$100,000.00.

11. Resolution Appointing J. Stanley Mattison to the Art/Airport Joint Committee

No. 95-0023

Resolution appointing former Airports Commissioner Mattison to the Art/Airport Joint Committee.

12. Retirement Resolution for Robert Giorni

No. 95-0024

13. Travel/Training for FY 1994/95

No. 95-0025

14. Resolution Ratifying Personnel Actions

No. 95-0026

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

H. PUBLIC HEARING:

The public hearing was convened at 9:30 AM and adjourned at 9:31 AM, there being no requests from the public to speak.

15. Hearing on General Aviation Aircraft Storage Rate Increase



\* \* \*

I. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

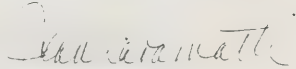
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54957 to discuss personnel matters.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

L. ADJOURNMENT:

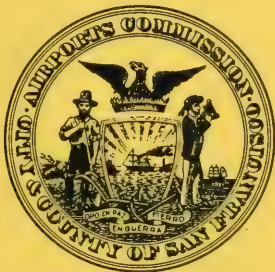
There being no further calendared business before the Commission the meeting adjourned at 9:31 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS SECT.

MAR 31 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

FEBRUARY 7, 1995

9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

February 7, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of January 17, 1995	95-0027	3
D.		DIRECTOR'S REPORTS:		
	1.	Master Plan Mitigation Program - 1994 Summary & Status Report		3-5
	2.	Airport Medical Clinic Program		5
E.		ITEMS INITIATED BY COMMISSIONERS:		5
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	3.	Award North Terminal Bookstore Lease	95-0028	6
	4.	Authorization to Accept Proposals - Operator-Assisted Long Distance Service Agreement	95-0029	6
	5.	Approve Common Use Terminal Equipment Costs (\$3,945,300)	95-0030	6-7
	6.	General Aviation Aircraft Storage Rates	95-0031	7
	7.	Conceptual Approval of Kanton Island Expedition	95-0032	7
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	8.	Contract Mod. - Law Firm of Nossaman, Guthner, Knox & Elliot to Increase Funding by \$50,000.00	95-0033	8



9.	Contract Mod. - Law Firm of Howard, Rice et al in the Amount of \$25,000.	95-0034	8
10.	Reimburse Hertz for Expenses Associated with Widening Roadway R-2 Due to Master Plan Requirements - No Additional Funding Required	95-0035	8
11.	Mod. #3 to Lease & Use Agreement - Philippine Airlines, Inc.	95-0036	9
12.	Mod. #11 to Lease No. 82-0126 - UAL	95-0037	9
13.	Lufthansa/DEA Relocation & Reimbursement to Lufthansa for Developing Space on Behalf of Airport	95-0038	9
14.	Bid Call - Contract 3392R - Business & Finance Office HVAC System Improvement	95-0039	9
15.	Approval of Claims Settlements	95-0040	9
H.	PUBLIC HEARING:		
16.	Hearing on Proposed FY 1995-96 Budget	95-0041	9-10
I.	NEW BUSINESS: 11		
J.	CORRESPONDENCE: 11		
K.	CLOSED SESSION:		
	Existing Lit.: Allders v Airport, CCSF; Personnel		11
L.	ADJOURNMENT: 11		





Minutes  
of the  
Airports Commission Meeting

February 7, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Hon. Patrick A. Murphy, President
	Hon. Marie K. Brooks
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
Absent:	Hon. L. Andrew Jeanpierre, Vice President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of January 21, 1995 were adopted by order of the Commission President.

No. 95-0027

\* \* \*

D. DIRECTOR'S REPORTS:

1. Master Plan Mitigation Program - 1994 Summary and Status Report

Mr. John Costas, Administrator, Bureau of Planning and Environmental Affairs explained that as part of the Commission's approval of the Airport's Master Plan back in 1992, the Commission also approved a mitigation program. That mitigation program encompasses over 100 mitigation measures dealing with everything from transportation and noise to air quality. This report focuses on the accomplishments of the mitigation program, which is a requirement under the California Environmental Quality Act (CEQA).

The Commission will receive further reports as appropriate and a summary report will be provided at the end of the year.

Commissioner Murphy noted that claims have been made in the past that we are holding up the insulation of homes. He asked if there were



any pending insulation requests that are not being expeditiously handled now.

Mr. Costas responded that there were none to his knowledge. We have accounted for \$24-million worth of home insulation on 1800 homes.

Mr. John Martin, Deputy Director for Business and Finance added that we have funded everything that has been submitted.

Commissioner Murphy asked if we were aware of any governmental units that have not processed requests.

Mr. Costas responded that the home insulation program has funding coming from other sources. Under the old program, the FAA would provide up to 80% of funding for home insulation, and the Airport would contribute 20%. The MOU and the mitigation program require that these communities still apply for federal funding. He said that it is his understanding that the communities have requested federal funding but the FAA has not acted on those requests.

Mr. Costas added that the Airport has done more than it is required to do.

Mr. Turpen explained that we are in the process of auditing the expenditures. The pace of insulation seems to be lagging behind the pace of easements.

Commissioner Brooks received something in the mail that indicated that the West of Twin Peaks area had a problem. She said that she lives west of Twin Peaks and very rarely hears noise. She believed that the problem might be in the Forest Hill area.

Commissioner Brooks mentioned that the FAA will begin a 60 day test period in January on the guidance for noise abatement arrival route.

Mr. Costas responded that that is a navigational approach that the Director and staff have been working with the FAA, through the Roundtable, to implement. This would help arrivals to avoid communities south of the Airport.

Mr. Turpen added that it would improve arrival flows during periods of reduced visibility, particularly at the San Mateo Bridge. The FAA wants to flight test it to make sure that the procedure is safe.

Commissioner Brooks asked how many people were using the Millbrae/CalTrain shuttle bus.

Mr. Sheldon Fein, Assistant Deputy Director for Landside Operations responded that he would check that information, but noted that there has been an increase in ridership.

Mr. Turpen added that initial ridership was around 200-400 people a day. He believed that we were up to about 4000 a month out of Millbrae and about 16,000 a month out of the Colma/BART connection. Next month the shuttle will be operating 7-days a week.



Mr. Turpen said that the Commission will shortly receive a report on the West of Twin Peaks which will detail the history and complexity of this issue. Our initial look at that area showed that about 75% of the aircraft events identified were from Oakland. These events are single event intrusions.

There is no legal requirement to address single event noise. We have been working on mitigation single event noise, to the extent that we can, through the FAA and the airlines and feel that we have made some progress in that area. According to the State of California, the area in question is not noise impacted. However, we try to deal with anyone who experiences noise intrusion in the best way that we can, recognizing that it is a difficult area when you are talking about one airplane out of thousands flying over the Bay Area every day.

Sometimes we can identify a problem, particularly a low flying aircraft, or we can identify something that is physical that can be explained and dealt with. Other times it is just a function of the aircraft being overhead.

Mr. Turpen said that a full report will be presented at the March 7 meeting..

## 2. Airport Medical Clinic Program

Status of the transition of the operation of the Medical Clinic from S.F.I.A. Medical Group to San Francisco General Hospital.

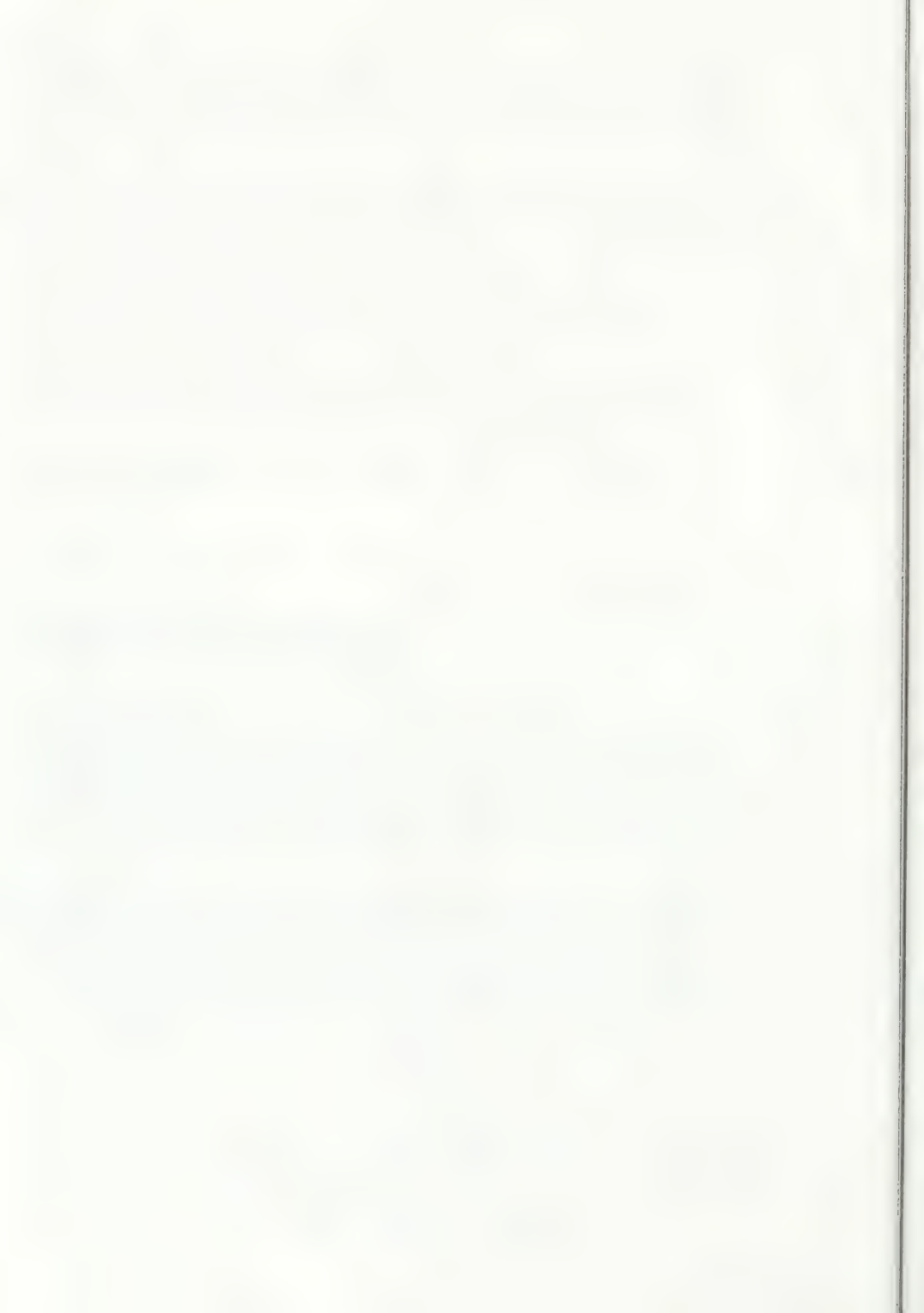
Mr. Turpen explained that 25 years ago Dr. Larry Smookler started what was the first and is now the only in-terminal airport medical clinic in the United States. The medical clinic staff has done an outstanding job in supporting and working with the Airport as an extension of the Airport in disaster response, medical preparedness, and responding to passenger emergencies. They have been a primary ingredient in SFO's success in receiving its safety awards.

Looking toward the future, we need to further develop that aspect of the Airport. We are negotiating with San Francisco General Hospital (SFGH), in conjunction with UCSF, to take over that function on July 1, 1995, when the current contract expires. The services will be broadened to include work with the construction program, workers comp, employee physicals, medical information and the typical emergency response/medical preparedness that we have done historically.

\* \* \*

## E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.





F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item nos. 3 through 7 were adopted unanimously.

3. Award of Lease - North Terminal Bookstore

No. 95-00228                      Resolution awarding the North Terminal Bookstore Lease to Books, Inc.

Mr. Turpen said that Books, Inc., a Bay Area bookstore founded in 1851, was the highest bidder. We are delighted to accept them as a member of our concession family.

4. Authorization to Accept Proposals for Agreement for Operator Assisted Long Distance Service

No. 95-0029                      Resolution authorizing staff to accept proposals for the Agreement for Operator Assisted Long Distance Service from Public Pay Telephones.

5. Approval of Common Use Terminal Equipment Costs (\$3,945,300)

No. 95-0030                      Authorizing agreements for the installation of common use terminal equipment in the International Terminal.

Commissioner Brooks asked why there were two different companies.

Mr. Turpen responded that only two companies provide this service and each provider brings certain strengths to the market. Although the airlines own one of the two companies, there has been a division in the airline community on which service should be used.

We have received airline agreement to run a test over the next few years in our existing International Terminal. This test will assist us in making a determination on a future system for the new International Terminal.

We need to do something in the existing International Terminal with respect to common use to maximize use of gate positions and ticket counters. This is an option to do that.

Commissioner Brooks asked if maintenance costs and coverage were relatively the same with both companies.

Mr. Turpen responded that the proposals came out to be very close. Up until two or three years ago this was essentially a single supplier market, with the airline-owned company providing all the services.



The competitor has some different offerings. There will be a kick-off meeting in the next few days to talk about some of the technical elements.

Commissioner Strunsky asked why this was being funded through the five-year capital projects plan rather than the Master Plan. He thought the Master Plan would offer a longer amortization.

Mr. Martin responded that the life of the equipment is three to five years.

Mr. Turpen said that we could justify it the other way, however, the airlines have indicated their support for the way we are doing it.

#### 6. General Aviation Aircraft Storage Rates

No. 95-0031                      Resolution adopting rate increases.

#### 7. Conceptual Approval of Kanton Island Expedition

No. 95-0032                      Conceptual approval of Kanton Island Expedition in order to support a cultural exchange program and receive material for the Aviation Archive and Library.

Mr. Turpen explained that one of the elements of the Airport Master Plan is the establishment of an aviation archive which will be tied into our temporary exhibition program. It will be the largest aviation library and archive west of the Mississippi. The Smithsonian has indicated its support.

It was brought to our attention that certain archival materials could be found in the Pacific, in particular this plaque which was dedicated to Captain Ed Musick, the pioneer of Pacific aviation. Capt. Musick, who was from San Francisco, perished in the late 1930s while opening up the South Pacific for Pan Am.

Capt. Musick's memorial service was conducted in the Rotunda of City Hall by the Mayor of San Francisco. His importance to San Francisco's future in the Pacific was widely recognized. Certified to fly every aircraft in use at the time, Capt Musick was considered the premier pilot in the world. He was also named Man of the Year by Time Magazine.

The expedition will probably consist of four to five people. We are in discussions with the Joint Committee, which consists of Jason Yuen, Bill Coblentz, Stan Mattison and the Art Commission to secure funding.

Mr. Turpen explained that Kanton Island is part of Kiribati. The government of Kiribati is very excited to put this on permanent loan to San Francisco. He added that if this becomes a wrestling match, the project will be abandoned.



G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

8. Modification of Contract with Law Firm of Nossaman, Guthner, Knox & Elliot to Increase Funding by \$50,000.00

No. 95-0033                      Resolution approving Mod. No. 1 of agreement with Nossaman, Guthner Knox & Elliot to increase the compensation payable by the sum of \$50,000.00.

9. Modification of Contract with Law Firm of Howard, Rice, Nemerovsky, Canady, Robertson, Falk & Rabkin in the Amount of \$25,000.00

No. 95-0034                      Resolution approving Mod. No. 9 of Agreement with Howard, Rice, Nemerovsky, Canady, Robertson, Falk and Rabkin to increase the compensation payable by the sum of \$25,000.00.

10. Reimbursement to Hertz for Expenses Associated with Widening Roadway R-2 Due to Master Plan Requirements. No Additional Funding Required.

No. 95-0035                      Resolution approving reimbursement to Hertz Corp. for work associated with widening Roadway R-2 on behalf of the Airport due to Master Plan requirements. Costs associated with the additional work are within the budget previously approved by Resolution 94-0053 which authorized reimbursement to Hertz for other work associated with relocating the car rental companies being performed on behalf of the Airport.

Mr. Martin explained that the work that Hertz is doing is in the area the rental cars are doing their own construction work. It would have been difficult for the Airport to hire its own contractor to work in the same area. This is the most expeditious way to complete the project.

Commissioner Brooks asked if we are confident that these are market costs.

Mr. Martin responded that our inspectors will handle the project inspections and FOM will review all the contractor invoices.





11. Modification #3 to Lease and Use Agreement - Philippine Airlines, Inc.

No. 95-0036

Resolution modifying Philippine Airlines, Inc.'s Lease and Use Agreement No. 82-0317 to relinquish joint use space in the International Terminal.

12. Modification No. 11 to Lease No. 82-0126 - United Airlines, Inc.

No. 95-0037

Resolution modifying United's Lease and Use Agreement No. 82-0126 to delete 4,357 square feet of Category II joint use space in the International Terminal.

13. Lufthansa/Drug Enforcement Agency Relocation and Reimbursement to Lufthansa for Developing Space on Behalf of the Airport

No. 95-0038

Resolution approving (1) relocation of Lufthansa's Baggage Service office and Drug Enforcement Agency's office and (2) reimbursement to Lufthansa for developing space on behalf of the Airport.

14. Bid Call - Contract 3392R - Business and Finance Office HVAC System Improvement

No. 95-0039

Resolution approving scope, budget and schedule for Contract 3392R and authorizing the Director of Airports to call for bids when ready.

15. Approval of Claims Settlement

No. 95-0040

Resolution approving settlement of claims not exceeding \$5,000.00 for the period July, 1993 to June, 1994. Total Claims: \$10,813.95.

\* \* \*

H. PUBLIC HEARING:

The public hearing was convened at 9:26 AM and adjourned at 9:32 AM, there being no requests from the public to speak.

16. Hearing on Proposed FY 1995/96 Budget

Minutes, February 7, 1995, Page 9



Mr. Turpen explained that there are two or three Airport-related matters with respect to Airport funds. Harvey Rose, the Airport's budget analyst, has been asked to do an audit of the Airport's alleged surplus for its transfer to the General Fund. The Mayor's Blue Ribbon Task Force on Labor-Management Relations is looking at the Airport with a view toward assisting in deferring the cost of certain General Fund activities, particularly the San Francisco Police Department. The Task Force wants copies of all appropriate Airport information for use by to-be-identified legal counsel to determine whether or not Airport revenues are restricted or whether or not any Airport surplus can be shipped to the General Fund.

We will cooperate with anyone who wants to look at these issues but we have visited these issues repeatedly.

Commissioner Strunsky assumed our bond counsel has visited these issues as well.

Mr. Turpen responded that the Department of Transportation, the Inspector General, bond counsel, the airlines have gone through this repeatedly but these are difficult times and people want to exhaust every option.

Mr. Turpen said that the new rules issued by the FAA are particularly onerous. One of the arguments is that if we want to build something, we can't charge the airlines until after it's built. Further, our Lease and Use Agreement exempts us in terms of rates and charges.

Mr. Martin explained that the Airport's financial statement shows a cash balance consisting of three major items: (1) Aviation revenue collected in advance. That is airline fees that are credited to the next years rate base. There is a one year lag period that shows up as \$24-million in aviation revenue collected in advance. (2) Capital Project Funds that are not bond funds but funds that originally came from the operating fund and have not yet been spent on capital projects. (3) Liabilities, bond indebtedness, contractual obligations where the funds have not yet been paid out. This amounts to about \$200-million in total.

Commissioner Brooks agreed that we must cooperate with anyone who is doing an audit but she believed that the Airport should be reimbursed for staff time.

Mr. Turpen said that we can provide copies of documents such as the Lease and Use Agreement, bond statements, etc. as quickly as necessary. Airport staff has not grown as dramatically as some other staffs.

We are presently, with all the Master Plan activities, fully staffed but not over staffed and would be concerned about anything that would detract significantly. This is a financial issue and Airport staff time should be not involved. There is also an issue of law involved. If the law says we can transfer money, we will. At this point, it would appear that from everything we've looked at over the years that this is not going to be a productive effort for those people involved.



Mr. Turpen explained that there are two or three Airport-related matters with respect to Airport funds. Harvey Rose, the Airport's budget analyst, has been asked to do an audit of the Airport's alleged surplus for its transfer to the General Fund. The Mayor's Blue Ribbon Task Force on Labor-Management Relations is looking at the Airport with a view toward assisting in deferring the cost of certain General Fund activities, particularly the San Francisco Police Department. The Task Force wants copies of all appropriate Airport information for use by to-be-identified legal counsel to determine whether or not Airport revenues are restricted or whether or not any Airport surplus can be shipped to the General Fund.

We will cooperate with anyone who wants to look at these issues but we have visited these issues repeatedly.

Commissioner Strunsky assumed our bond counsel has visited these issues as well.

Mr. Turpen responded that the Department of Transportation, the Inspector General, bond counsel, the airlines have gone through this repeatedly but these are difficult times and people want to exhaust every option.

Mr. Turpen said that the new rules issued by the FAA are particularly onerous. One of the arguments is that if we want to build something, we can't charge the airlines until after it's built. Further, our Lease and Use Agreement exempts us in terms of rates and charges.

Mr. Martin explained that the Airport's financial statement shows a cash balance consisting of three major items: (1) Aviation revenue collected in advance. That is airline fees that are credited to the next years rate base. There is a one year lag period that shows up as \$24-million in aviation revenue collected in advance. (2) Capital Project Funds that are not bond funds but funds that originally came from the operating fund and have not yet been spent on capital projects. (3) Liabilities, bond indebtedness, contractual obligations where the funds have not yet been paid out. This amounts to about \$200-million in total.

Commissioner Brooks agreed that we must cooperate with anyone who is doing an audit but she believed that the Airport should be reimbursed for staff time.

Mr. Turpen said that we can provide copies of documents such as the Lease and Use Agreement, bond statements, etc. as quickly as necessary. Airport staff has not grown as dramatically as some other staffs.

We are presently, with all the Master Plan activities, fully staffed but not over staffed and would be concerned about anything that would detract significantly. This is a financial issue and Airport staff time should be not involved. There is also an issue of law involved. If the law says we can transfer money, we will. At this point, it would appear that from everything we've looked at over the years that this is not going to be a productive effort for those people involved.



\* \* \*

I. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

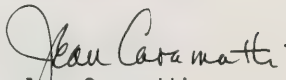
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54956.9(a) to discuss existing litigation entitled Allders International, Ltd. v Airports Commission, CCSF; and, Government Code Section 54957 to discuss personnel matters.

The Commission determined that it was not in the public interest to disclose the nature of the closed session discussion.

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:33 AM.

  
Jean Caramatti  
Commission Secretary





# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

MAR 30 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

MARCH 7, 1995

9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

March 7, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of February 7, 1995	95-0042	3
D.		SPECIAL ITEM:		
	1.	Election of Officers	95-0043	3-4
	2.	Commendation for Patrick A. Murphy	95-0044	4
E.		DIRECTOR'S REPORTS;		
	3.	SFIA Noise Mitigation Program		5-7
	4.	Report on Ridership on CalTrain-SFO Shuttle and BART-SFO Shuttle		8-9
F.		ITEMS INITIATED BY COMMISSIONERS:		9
G.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	5.	Approval of FY 1995/96 Budget	95-0045	9-10
	6.	Award Operating Agreement for Airport Hair Salon to Sario's Hair Styling	95-0046	10
	7.	Award Shoeshine Lease to Shine 'Em Up	95-0047	10
	8.	Authorization to Conduct Pre- Qualification Process - Airport Public Automobile Parking Facilities Operating Agreement		10



H.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
9.	Award Professional Services Contract – Design of West Field Cargo Maintenance Facilities – Phase I – URS Consultants, Inc., – California	95-0048	11
10.	Award Contract 3439 – Plots 7, 8, 10 Remediation	95-0049	12-15
11.	Contract 2861 – Mod. No. 4 to Agreement with Towill, Inc. to Extend Contract for Phase II Land Surveying Services	95-0050	15
12.	Mod. No. 1 to Professional Services Agreement with Fong & Chan Architects	95-0051	11
13.	Agreement with RIDES for Bay Area Commuters for the Ground Transportation Hotline & Other Services Related to Transportation Demand Management	95-0052	11
14.	Authorization to Conduct Pre-Bid Conference – North Terminal Candy Store	95-0053	11
15.	Authorization to Conduct Pre-Bid Conference – North Terminal Crab & Seafood Lease	95-0054	12
16.	A.I.P. Project No. 3-06-0221-10 – Project Application	95-0055	12
17.	Travel/Training for FY 1994/95	95-0056	12
18.	Ratification of Personnel Actions	95-0057	12
I.	NEW BUSINESS:		
	Board of Supervisors Rules Committee Hearing – Airport Audit		16
J.	CORRESPONDENCE:		
	Letter from FAA re BART		17
K.	CLOSED SESSION:		
	Personnel Matters		17
L.	ADJOURNMENT:		
	Minutes, March 7, 1995, Page 2		17



Minutes  
of the  
Airports Commission Meeting

March 7, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, Vice President
	Hon. Marie K. Brooks
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

Commissioner Jeanpierre introduced and welcomed Commissioner Larry Mazzola, Business Manager of the Plumbers and Pipefitters Union.

\* \* \*

ADOPTION OF MINUTES:

The minutes of the regular meeting of February 7, 1995 were adopted by order of the Commission Vice President.

No. 95-0042

\* \* \*

D. SPECIAL ITEM:

The Commission conducted an Election of Officers to fill the seat vacated by Patrick A. Murphy on an interim basis. Commissioners Jeanpierre and Brooks were elected by a unanimous vote as President and Vice President, respectively, until such time as an election is held. The timing of the election is at the call of the chair.

1. Election of Officers

No. 95-0043

Commissioner Mazzola asked if there is a need to elect a President and Vice President or, could the election of officers be postponed.





Ms. Mara Rosales, Airports General Counsel responded that the Commission currently lacks a President. Under the Airports Commission's rules, it would be appropriate to identify individuals to fill those roles.

Commissioner Mazzola moved that the permanent election of officers be postponed and that, in the interim, Commissioner Jeanpierre will serve as President and the next most senior member of the Commission will serve as Vice President until such time as the permanent election of officers is held.

Mr. Turpen asked if the election is at the call of the chair.

Commissioner Jeanpierre responded affirmatively.

Commissioner Brooks seconded the motion.

Mr. Turpen noted for the record that Commissioner Brooks is the next most senior member of the Commission.

Commissioner Jeanpierre added that this will also give the newer members of the Commission an opportunity to become familiar with one another, as well as the Airport's business, so that a more informed decision can be made regarding the election of officers.

\* \* \*

## 2. Commendation for Patrick A. Murphy

No. 95-0044

Commissioner Jeanpierre commended former Airports Commission President Patrick A. Murphy on the great leadership he provided during his tenure with the Commission. Commissioner Murphy guided the Airport and the Commission through some troubled waters. He will be greatly missed.

Commissioner Jeanpierre said that he was certain that Commissioner Mazzola would do a fine job as Commissioner Murphy's replacement.

Commissioner Quan said that although he only worked with Commissioner Murphy for a short period of time, he was very helpful to him.

Commissioner Strunsky said that Commissioner Murphy was present during the time when the Master Plan was developed and implemented. Over the next five to eight years, the Master Plan and the activities surrounding it will make a major change in the perception of San Francisco as a hub for Pacific Rim travel. Pat Murphy is one of the people most responsible for this achievement.

\* \* \*



## E. DIRECTOR'S REPORTS:

### 3. Report on SFIA Noise Mitigation Program

Mr. Turpen said that about two months ago he was directed to put together an historical wrap-up and summary of the Airport Noise Mitigation Program. That information is provided in the document before the Commission.

Mr. Turpen explained that in 1981 we had about 15,400 noise impacted homes in the vicinity of the Airport. A noise impacted home is defined as being subjected to a noise level of 65 decibels on a continuous basis. State law says that there can be no residential uses within a noise impacted area unless the State grants a variance to the Airport to operate. Theoretically, the State could tell us to shut the Airport down if we did not have a variance. It has never gotten to that point.

We had a lot of impacted homes in 1981 and we were dealing in a very contentious environment. We were being sued by some 500 small claims litigants in three or four waves every 100 days. We faced continued attempts to obstruct the development of the Airport.

The Commission decided to attack the noise problem aggressively. The first effort was to try and put the past behind us. All of the small claims law suits were settled and the Airport Community Roundtable was created. The Roundtable is a confederation of cities on the Peninsula and also includes representatives from San Francisco, the Airports Commission and a representative of the Mayor's Office. The Roundtable meets monthly to address noise problems.

In the mid 1980s we looked at where the future would take us. We developed a three prong strategy to attack noise. The first prong was to attack it at its source and get rid of the noisy airplanes. The second was to protect the flight paths that don't overfly residences and continue to maintain them in the long term, recognizing that if homes were built under a flight path where no homes existed, we would be creating a new noise constituency. The third was to address the noise issue in the existing homes that were close to the Airport where we didn't believe there was going to be any real near term benefit from our other two efforts. As a result, we began the noise insulation program, working with noise impacted communities to insulate homes that were subjected to this noise level.

The result of those strategies were: 1) We developed the most aggressive noise regulation in the United States in 1985, followed by a supplemental regulation in 1988. That regulation barred the 707, among other aircraft, from operating at SFO, casting us into litigation with the Federal Government. As a result of our dispute with the FAA over quiet aircraft, we received no Federal funds for seven years. Today, 75% to 80% of the aircraft operating out of SFO is the quietest technology. Our regulation was a cornerstone for eliminating noise at its source.

We litigated twice, once with Neville Price and then with Don Koll over property north of the Airport and east of Highway 101. Designed  
Minutes, March 7, 1995, Page 5



in the early 1960s, our shoreline departure flight path heads west, turns right and goes up the shoreline, avoiding all residential areas and overflying the industrial area. Several developers have attempted to build up to 4,000 homes in an industrial area under that flight path. In 1985 the Airports Commission obstructed that development in litigation and prevailed. The Airport got into a major confrontation on that same issue with the Koll Company in the late 1980s, early 1990s.

Finally, the Airport committed \$120-million to insulate 10,000 homes around the Airport as part of the Master Plan. Today there are only 3,339 homes impacted by noise. We opted for 10,000 because that was the historical number of impacted homes. This will not only take care of currently impacted homes but will go out and establish a buffer zone to protect residents from noise.

In great measure the complaints which this Commission will receive are not the result of cumulative noise. They are the result of single event noise, particularly during the quiet morning hours or on a Saturday when ambient noise is down and the noise intrusion is more evident.

Originally, State law contemplated putting a restriction on how noisy a single aircraft could be. That criteria was struck down by the courts. There is no single event metric, nor does the Airport have to respond to any single noise event. However, as a practical matter the Commission agreed with the Roundtable to try and attack single event noise. To that end, we placed 29 monitors throughout the Bay Area, well in excess of the 13 required under State law. We have installed a system which identifies the aircraft and lays out the aircraft track so we can more readily identify single event noise and determine whether or not it's a legitimate flight or an intrusion. Each one must be handled on a case by case basis, a demanding assignment considering that there are 2,000 to 3,000 flights a day over San Francisco and the Bay Area.

The Commission has historically tried to maintain its noise regulation aggressively to insure that we have a 100% quiet fleet, to insulate those homes that are close to the Airport, which by virtue of their proximity won't get any relief regardless of how quiet the fleet is, and lastly, seek to protect our flight paths that have historically been used for noise abatement operations and keep residential uses out from under them.

The Commission, as recently as the Master Plan, ratified those strategies and it would be our intention, absent a new direction from the Commission, to continue in that vein.

Commissioner Jeanpierre asked if this report was a result of neighborhood concerns.

Mr. Turpen explained that Commissioner Strunsky had raised a question at the January 17, 1995 meeting about the West of Twin Peaks area. It was at that meeting that Commissioner Murphy suggested that this document be prepared and presented. He added that staff is currently working with the West of Twin Peaks neighborhood.



Mr. Turpen said that the Commission adopted a policy in 1981 against the shifting noise from one area to another. The Commission will not attempt to change flight paths in order to provide relief, or spread the pain. Wind, weather and the FAA dictate where airplanes are going to fly.

Single event noise intrusion is a case where a resident complains and we try and identify the concern. If the aircraft was operating within Federal guidelines and parameters, there is nothing the Commission can do about it. If it was not, the airline and the FAA are contacted and the importance of flying procedures the way they were designed to be flown is emphasized.

Commissioner Jeanpierre asked if a neighborhood experiences problems in this regard, do we consider it to be a single event problem.

Mr. Turpen explained that the Commission has said that although we have no legal obligation to take action, we do have an obligation to the constituents around the Airport to deal with it if we can. So we investigate all of those incidents.

Any member of the community that feels that we have an aircraft noise intrusion problem should contact the Airport and it will be reviewed. The individual can also come to the Airport and talk to staff. The FAA is also very good at working with local community groups. This is an important program and needs to be continued.

Commissioner Strunsky asked if a home under the gap departure would be considered single event noise.

Mr. Turpen responded that cumulative noise is the sum of all single events and any single event at night is weighted 10 times its daytime measure. There is a penalty for nighttime noise. Cumulative noise is really a single event issue but the State characterizes it as one area subjected to a lot of single events. If you're subjected to enough single events you could reach that 65 decibel level. For example, studies performed in San Francisco generally reached the 50 to 57 decibel cumulative range, as opposed to areas around the Airport where they reach the 65 to 68 decibel cumulative range.

All complaints revolve around single events, but the single events become so rapid that they become a continuous complaint which, in effect, is cumulative noise.

Commissioner Jeanpierre asked what our operating hours are.

Mr. Turpen responded that SFO does not have a curfew but the Commission requires any aircraft operating at night to be the quietest possible technology. Further, the Airport signed an agreement to use the preferential runway system. That agreement says that runways which will not impact local residents will be used whenever available, based on wind and weather.

Mr. Turpen said that we have done a lot of work at keeping additional operations out of the nighttime hours. While there are no curfews in the United States, all of our Asian destinations do have curfews, particularly with cargo, and nighttime activity is fairly common.





4. Report on Ridership on CalTrain-SFO Shuttle and BART-SFO Shuttle

Mr. Turpen said that the report is self explanatory. It covers the Daly City/BART-SFO Shuttle through 1994 and the CalTrain-SFO Shuttle through January 1995.

There has been a doubling of growth in both services as they continue to get promoted. The CalTrain numbers are reflective of its five day a week service. Last month CalTrain initiated service seven days a week. BART-SFO provides service seven days a week as well.

The Commission will continue to receive updates on these services.

Mr. Turpen said that our daily population at the Airport is 250,000 people. This number includes passengers, meeters/greeters and employees.

Mr. Turpen explained that the CalTrain Shuttle was designed to address the market that is south of the Airport as that is where many of our employees live. The BART-SFO Shuttle was designed to address a smaller percentage of the employee market which originates in San Francisco and the East Bay.

Airport employees comprise 65% of the CalTrain Shuttle ridership and 62.5% of the BART-SFO Shuttle ridership. Air passengers make up 25.7% of the BART-SFO Shuttle ridership.

Commissioner Strunsky asked how much this costs us per passenger.

Mr. Turpen responded that he did not know how the numbers broke down per passenger but the Airport funds 80% of the CalTrain Shuttle.

Mr. Sheldon Fein, Assistant Deputy Director, Landside Operations said that the BART-SFO Shuttle is paid for by the passengers. The CalTrain-SFO Shuttle receives 80% of its funding from the Airport and 20% from CalTrain.

Mr. Turpen said that the Commission initiated this program in an effort to get people out of their vehicles.

Commissioner Strunsky said that the BART numbers are impressive at 200,000 a year. It would be interesting to know how many of those people are East Bay residents who are essentially minimizing the traffic infrastructure of San Francisco and the highways.

Mr. Turpen said that he was not aware of any figures on the breakdown of ridership. If we can get that information it will be provided to the Commission.

Commissioner Strunsky said that it was his understanding that the BART-SFO Shuttle did not accommodate luggage and that some passengers have been turned off from using the Shuttle for that reason. He recommended that this be looked at with an eye toward correcting the problem.

Mr. Fein responded that the BART-SFO route can accommodate luggage. The SFO-San Francisco SamTrans route does not accommodate luggage.



This is due to litigation that occurred 8-10 years ago between SFO Airporter and SamTrans. The litigation resulted in a compromise that allowed SFO Airporter to accommodate luggage and SamTrans would provide employee service and would not accommodate luggage. Both firms are currently in negotiations to work out some resolution to that problem. We have meetings with them set up so that all SamTrans routes would be capable of carrying luggage.

Commissioner Quan noted that the budget lists \$2.7-million for shuttle buses and asked for a definition of the different services.

Mr. Fein responded that the Airport runs two shuttle operations. One is an inter-terminal shuttle that loops the upper level road and carries passengers from terminal to terminal. The other shuttle bus operation carries passengers to and from the remote parking lot. The Airport runs the parking facility and the shuttle services.

Mr. Turpen added that we have contracts to run the garage and the shuttle services.

\* \* \*

#### F. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

#### G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item Nos. 5 through 7 were adopted unanimously. Item No. 8 was removed from calendar.

##### 5. Approval of the FY 1995/96 Budget

No. 95-0045	Resolution approving the proposed FY 1995/96 budget in the amount of \$240,500,000.
-------------	---

Mr. Turpen reminded the Commission that a public hearing was held on the budget at the last meeting.

Commissioner Strunsky said that staff has done an amazing job in holding the budget to a 1.1% increase in the face of a 3%+ inflation rate. With the management problems government experiences today, this kind of record is astounding and very commendable.

Mr. Turpen thanked Commissioner Strunsky for his comments and for his recognition of staff efforts.

Commissioner Jeanpierre said that a private sector company would probably offer a bonus of \$2-million for this type of achievement.



He also noted that the increase is primarily due to the \$23-million allocated to Master Plan activities.

Mr. Turpen agreed.

6. Award of the Operating Agreement for the Airport Hair Salon to Sario's Hair Styling

No. 95-0046

Mr. John Martin, Deputy Director for Business and Finance explained that this is a management contract. The owner of Sario's is a WBE and worked in the hair salon under the previous contract.

Commissioner Brooks said that it was commendable that we give as much attention to a \$6,000 project as we do to a \$62-million project.

7. Award of Shoeshine Lease to Shine 'Em Up

No. 95-0047

Item No. 8 was removed from the calendar.

8. Authorization to Conduct Pre-Qualification Process  
Airport Public Automobile Parking Facilities Operating Agreement

Mr. Turpen explained that this lease expires in July, 1996. We are beginning this process very early because it tends to be one in which there are many contestants and a lot of activity.

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 10, 11 and 12 were pulled off the Consent Calendar for discussion. Item Nos. 9 and 14 through 18 were adopted unanimously.

Commissioner Strunsky suggested that boilerplate contracts not be included in information provided to the Commission.

Mr. Turpen said that a copy could be made available at Commission meetings. He said that typically only the Commission and the Director receive copies of contracts.

Commissioner Brooks thought it would be appropriate to have it available for Commission review. She asked if Legal Counsel reviews the contracts.

Ms. Mara Rosales, Airports General Counsel responded that her office reviews all contracts.



Mr. Turpen said Legal review and approval is part of the procedural process for executing contracts. The Airports General Counsel reviews all documents before they go out, even those documents that might not be legal in nature, but might lead to it.

Commissioner Mazzola asked that Item No. 10 be called off the Consent Calendar for discussion and asked what issues are placed on the Consent.

Mr. Turpen responded that the staff meets to form the agenda. Those items that staff believes the Commission may want to focus on, either through their expressed interest or the expressed interest of the community, or the Director's belief that the Commission needs to see particular items are placed on the "AO&M" portion. The Consent Calendar contains items that the Commission has either seen before or are routine in nature.

Commissioner Brooks asked that Item Nos. 11 and 12 be called off the Consent Calendar for discussion.

Commissioner Quan, in reference to Commissioner Strunsky's request that the Commission not receive boilerplate contracts, said that the contracts provide information on subcontractors and therefore alerts him to potential conflicts of interest.

Commissioner Jeanpierre said that in light of Commissioner Quan's remarks the Commission should continue to receive the contracts.

9. Award of Professional Services Contract - Design of West Field Cargo Maintenance Facilities - Phase I - URS Consultants, Inc. - California

No. 95-0048

Resolution approving budget and awarding a professional services contract to URS Consultants, Inc. - California for West Field Cargo/Maintenance Facilities, Phase 1 Design in the amount of \$650,000.00.

13. Agreement with RIDES for Bay Area Commuters for the Ground Transportation Hotline and Other Services Related to Transportation Demand Management

No. 95-0049

Resolution approving contract with RIDES for Bay Area Commuters to staff the Airport's Ground Transportation Hotline and provide other services related to Transportation Demand Management. Not to exceed \$75,000.00 for one year contract period.

14. Authorization to Conduct Pre-Bid Conference North Terminal Candy Store

No. 95-0050





15. Authorization to Conduct Pre-Bid Conference  
North Terminal Crab and Seafood Lease

No. 95-0051                      Resolution approving specifications and authorizing staff to conduct a pre-bid conference for the North Terminal Crab and Seafood Lease.

16. A.I.P. Project No. 3-06-0221-10 - Project Application

No. 95-0052                      Resolution granting authorization to execute and file A.I.P. Project No. 3-06-0221-10 Project Application with the Federal Aviation Administration for Federal assistance. Estimated amount: \$21,197,000.00.

17. Travel/Training for FY 1994/95

No. 95-0053

18. Resolution Ratifying Personnel Actions

No. 95-0054                      Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\*   \*   \*

Item No. 10 was adopted by a 4 to 1 vote, with Commissioner Mazzola casting the dissenting vote.

10. Award of Contract No. 3439 - Plots 7, 8 and 10 Remediation

No. 95-0055                      Resolution awarding Contract 3439, Plots 7, 8 and 10 Remediation to Miller/Thompson Contractor's, Inc. in the amount of \$193,192.00.

Commissioner Mazzola asked why this bid came in at 50% of the engineer's estimate.

Mr. Jackson Wong, Deputy Director, Facilities Operations & Maintenance responded that staff went back to the contractor and asked him if he had made an error. In this case, the contractor responded that he had not made any errors.

Minutes, March 7, 1995, Page 12



Commissioner Mazzola said that it would seem to him that if the Airport's engineers include the prevailing rate for labor, the number of estimated labor hours and then provide for a mark up and a bid comes in at 50% of the engineer's estimate, there is something wrong.

Commissioner Mazzola said that when he sees cases like this he wants to make sure that the law is being adhered to and that prevailing wages are being paid on the job.

Commissioner Mazzola asked if this contractor could be watched since there is no mechanism for monitoring prevailing wage, nor is there a compliance officer.

Mr. Wong said that the Airport has a spot checking system in place and also follows up on any formal complaints.

Commissioner Mazzola said that he intends to vote no on this item because he understands that this contractor is in violation of the prevailing wage on another job in San Francisco.

Mr. Wong explained that he checked with other City departments and he did not find this contractor to be in violation of any prevailing wage issue.

Commissioner Mazzola said that he was satisfied with Mr. Wong's commitment that staff will watch the contract.

Commissioner Strunsky said that he was not aware that we lacked a process for monitoring compliance. He asked if we were monitoring compliance of minority participation as expressed in bids. He said that when a company submits its monthly draw requests for payment they should be accompanied by payroll reports that provide the information necessary to evaluate these issues. These are circumstances that occur in other organizations and he assumed that they were happening here as well.

Mr. Wong responded that HRC is responsible for monitoring M/WBE participation. Prevailing wage is spot checked by staff. We do not have the manpower to look at every payroll and every single line item. We spot check by arbitrarily picking out payroll slips and cross checking it with on-site interviews, asking questions like "what did you do today", and "what is your job classification."

Commissioner Strunsky thought that we should be thinking about a compliance officer with the Master Plan approaching.

Mr. Turpen said that he would be happy to take a look at it and would return to the Commission in a couple of weeks with a recommendation.

Commissioner Strunsky said that Commissioner Mazzola's position is correct. The sense would be that this contractor is not going to adhere to the requirement and therefore has a bid advantage.

Mr. Turpen said that this contract and the expression of concern with respect to the numbers on this contract is one thing. Clearly, that



is something that we can handle with our resources. However, it leads us to the larger issue of what happens over the next three or four years with the number of contracts that will be going out. We do not have the manpower to perform that function on a continuing basis.

He committed to the Commission that this contract will be looked at and staff will investigate a more permanent way of dealing with this issue.

Commissioner Mazzola agreed that with the vast amount of construction we have ahead of us that we should look into having a compliance officer on staff.

Commissioner Mazzola asked Mr. Wong how often his engineers have missed a contract by 50%.

Mr. Wong responded that it doesn't happen very often.

Commissioner Mazzola assumed that the estimate used for prevailing wages alone is more than this bid. It's almost impossible for this contractor to do this job, under the law, at the bid price.

Mr. Wong said that his engineers review other jobs and estimating manuals. A formula is then used that includes unit prices for work.

Mr. Turpen noted that we may have a significant disparity once a year.

Commissioner Brooks said that there was only 10% difference between bidder no. 1 and bidder no. 2.

Mr. Turpen said that Mr. Wong understands the Commission's concerns and will take care of it on this contract. We will return to the Commission in the next few weeks on how to deal with this on a more permanent basis.

Commissioner Quan suggested that the process be centralized. He asked if a system could be set up so that when a contract is completed, the contractor won't receive payment until all paperwork is submitted.

Commissioner Jeanpierre asked if the item should be put over.

Commissioner Mazzola said that he would like to deny the contract, if he could get a second.

Commissioner Brooks asked what the basis for denial would be.

Commissioner Mazzola responded that he understands there was a protest under two different items. They were investigated and found to be invalid. However, he does not understand how a contractor can bid 50% under the estimate. Something is wrong.

Commissioner Jeanpierre said that if a contractor says that he can complete the job and we have no problem with the product, how far can we go.



Commissioner Mazzola said that the engineer's estimate of wages alone could be higher than this. He said that Mr. Wong indicated that there is a formula that the engineers use to arrive at the estimate. Certainly within that formula there must be something built in regarding wages and hours. How else can you reach that number.

Commissioner Jeanpierre asked how this was dealt with in the past.

Mr. Turpen said that as a practical matter the expression of concern by the Commission has been noted by staff. If there is no substantive evidence, the assumption that something is going to happen is not historically reason for the Commission not to support the staff recommendation. On the other hand, the expression of concern by the Commission has resulted in items being approved with the caveat that they be watched and the understanding that appropriate sanctions will be invoked, if necessary.

Commissioner Brooks said that the Commission does not need to send the message that they need to take the most expensive bid rather than the most qualified low bidder.

Commissioner Mazzola said that while he is satisfied that staff will monitor the contract, he cannot vote for it. He said that he does not believe in his heart that this contractor will perform under the law.

Item Nos. 12 and 13 were adopted unanimously.

Commissioner Brooks said that the question that she had about Item No. 11 was unimportant.

11. Contract No. 2861 - Modification No. 4 to Agreement with Towill, Inc. to Extend Contract for Phase II Land Surveying Services

No. 95-0056

Resolution approving one year extension of Contract 2861 to complete all topographical survey for future development under the Airport Master Plan, and increase the budget to complete this next phase by \$200,000.00.

12. Modification No. 1 to Professional Services Agreement with Fong & Chan Architects

No. 95-0057

Resolution approving Mod. No. 1 to revise scope of work and construction budget to include modifications to South Terminal to accommodate ALRS interface, reprogram new Boarding Area "B", and revise the design and construction schedule. No increase in contract amount.

Commissioner Brooks asked why we will need to come back for additional funds for Boarding Area B if we have \$1.235-million in  
Minutes, March 7, 1995, Page 15





unallocated funds to be applied to the future phase.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction responded that the original contract was in two phases and would have required two calendar items. The reason for this modification is to reconsider how to approach this project because the need is no longer near term for Boarding Area B development. We still want to use the same architect to do a renovation of a portion of the South Terminal to accommodate a future Light Rail System (ALRS). In the later phase, we will design Boarding B to whatever design we feel is necessary at that time. The budget has been redistributed to fund the South Terminal accommodation of the Light Rail System and Boarding Area B. We have changed and added to the scope.

Mr. Turpen said that when we conceived the Master Plan phasing a few years ago, it was necessary to consider the development of the Boarding Area B facility to accommodate USAir, which at the time was running about 112 to 120 flights a day. We can now do the entire International Terminal and still have the capacity to support the gate requirements of the South Terminal air carriers.

Commissioner Brooks said that she did not understand the reallocation of the funds. She understood that the \$1.3-million would not be used at this point.

Mr. Bordegaray responded that that was correct. He will return to the Commission at a later date for the Boarding Area B development. We will use those funds and possibly add to them, depending on the size of the project.

Commissioner Strunsky noted that there will be three tie-ins with the Light Rail System and asked if they will be awarded to three separate architects.

Mr. Turpen responded no. We are referring to the Terminal side of the street, not the ALRS station where it will be located. When Gene refers to the ALRS station, he means the terminal preparation to receive or access the ALRS station. The stations will be done by the same people.

Mr. Bordegaray added that this contract takes care of the terminal portion of the ALRS station. The stations will all be designed by one architect.

\* \* \*

## I. NEW BUSINESS:

Mr. Turpen said that Ms. Rosales left the meeting to attend a Rules Committee hearing. The first agenda item on that calendar is a motion by Supervisor Shelley to have Mr. Harvey Rose do an audit of the Airport's unappropriated surplus with a view toward transferring it or some other Airport revenue to the City's General Fund. He will let the Commission know of the results.



\* \* \*

J. CORRESPONDENCE:

Mr. Turpen said that the Commission should have received a copy of a letter from the FAA regarding BART.

\* \* \*

K. CLOSED SESSION:

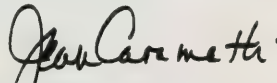
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54957 to discuss personnel matters.

It was the Commission's unanimous decision that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 10:15 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

APR 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

MARCH 21, 1995

9:00 A.M.

ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY  
ROLAND A. QUAN  
LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

March 21, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular Meeting of March 7, 1995	95-0058	3
D.		ANNOUNCEMENT BY SECRETARY:		3
E.		ITEMS INITIATED BY COMMISSIONERS:		3
F.		POLICY:		
	1.	Approval of Airport Investment Policy	95-0059	4
G.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	2.	Approve Owner Controlled Insurance Program - Incentive Programs for Contractors & Construction Workers	95-0060	4-5
	3.	Authorize Pre-Qualification Process - Airport Public Automobile Parking Facilities Operating Agreement	95-0061	6
H.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	4.	Mod. of Agreement - Morrison & Foerster	95-0062	7
	5.	Approve Termination of Lease 89-0182 & Conduct Pre-Bid Conference for Public Lockers & Over-the-Counter Baggage Storage Lease	95-0063	7
	6.	Authorize Pre-Bid Conference - North Terminal California Products Shop Lease	95-0064	7





7.	Mod. of Agreement with Corporation of Fine Arts Museum, San Francisco	95-0065	7
8.	Approve License Agreement between Hilton Hotels Corp. & Dollar Operations, Inc.	95-0066	8
9.	Design Approval - North Terminal Bookstore Lease	95-0067	8
10.	Ratification of Personnel Actions	95-0068	8
I.	PUBLIC HEARING:		
11.	Public Auto Parking Rate Increase		8-9
J.	NEW BUSINESS:		
K.	CORRESPONDENCE:		
L.	CLOSED SESSION:		
	Settlement - Morgan	95-0069	
	Property Damage Claim - Ogden	95-0070	9
M.	ADJOURNMENT:		
			9



Minutes  
of the  
Airports Commission Meeting

March 21, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:

Hon. L. Andrew Jeanpierre, President  
Hon. Marie K. Brooks, Vice President  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan

Hon. Larry Mazzola arrived at 9:07 AM.

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of March 7, 1995 were adopted by order of the Commission President.

No. 95-0058

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced the settlement of a litigated claim entitled Allders v Airports Commission and CCSF with Allders dismissing its appeal.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*



F. POLICY:

A revised resolution was submitted and unanimously adopted.

1. Resolution Approving Airport Investment Policy

No. 95-0059

Mr. John Martin, Deputy Director, Business and Finance explained that the Commission has been given a revised resolution which incorporates language approved by the City Treasurer last week for her own investment policy. It now requires 110% collateralization on time deposits, basically money market funds. The policy recognizes the conservative investment practices the Airport has followed for years.

Commissioner Brooks asked if that was the only change.

Mr. Martin said that that it was.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item no. 2 was adopted by a 4 to 1 vote, with Commissioner Strunsky casting the dissenting vote.

2. Approval of Owner Controlled Insurance Program  
Incentive Programs for Contractors and Construction Workers

No. 95-0060

Mr. Martin explained that under the Owner Controlled Insurance Program 15% of the dividends the Airport realizes on workers compensation will be passed on to the contractors. In addition, the program will provide momentos to contractors who do well and an awards program for employees.

Commissioner Strunsky said that while this addresses contractors who perform well, what happens to contractors who do not. Their workers comp payments might be 150% of premiums.

Mr. Martin responded that if a contractor does poorly they may be excluded from future work at the Airport. In addition, their record will be reported to the State and will affect their ability to obtain workers compensation insurance in the future.

Commissioner Strunsky was concerned that a workers comp problem will affect the Airport's on-going program. Given that we are involved in a multi-year program, would we be hit with an experience modification that might be 105% or 110% of standard workers compensation cost?

Mr. Martin responded that we will have some exposure if one contractor does poorly but the Airport's safety program is controlled by the Airport's own consultants. We will closely monitor the work of all contractors in the safety program so that we can see problems



developing. We do have financial exposure against a contractors poor performance, but our overall control of the program will generate significant savings.

Commissioner Strunsky said that this program rewards contractors for good performance but will penalize the Airport for a contractor's poor performance.

Mr. Martin explained that because the record follows the contractor, substantial penalties would result down the road when the contractor tries to obtain workers comp insurance on his own.

Commissioner Brooks assumed that there probably was no legal way to monetarily penalize a contractor.

Commissioner Strunsky said that if the contractor does this to make sure he is competitive in future bids, and the Airport is running the overall program and only pays out, there's no up side.

Mr. Martin responded that as the program progresses we will likely have contractors who do poorly, however, the fact that we control the safety program on an on-going basis should help to minimize the risk.

Commissioner Brooks said that she was not too impressed with the recognition of the contractor, but was very impressed with the employee piece of it. She said that she might even want to copy it for her own business.

Commissioner Jeanpierre asked Mr. Martin to address the \$10-million projected potential savings.

Mr. Martin responded that if the Airport receives \$10-million in dividends the contractors will receive \$1.5-million as their share.

Commissioner Jeanpierre noted that even though there may be some potential downsides they are offset by the potential \$10-million dividend.

Mr. Martin agreed. We should realize large savings from the program overall.

Commissioner Quan asked if a contractor's workman's comp record is reviewed before a contract is awarded.

Mr. Martin responded that it is. Under a program approved earlier by the Commission, we reserve the right to disallow a contractor's participation if their record is poor.

Commissioner Quan asked if 15% or \$1.5-million was enough of an incentive. A contractor might not consider \$10,000.00 against a \$50-million contract enough of an incentive.

Mr. Martin responded that staff has worked on those numbers. There are two strong incentives for contractors to do well. The strongest incentive is to maintain their track record. That track record is carried with them from job to job and affects future worker comp rates. The 15% is secondary to the big picture.





Item No. 3 was adopted unanimously.

3. Authorization to Conduct Pre-Qualification Process  
Airport Public Automobile Parking Facilities Operating Agreement

No. 95-0061

Mr. Turpen explained that this agreement expire on June 30, 1996. This has always been an extremely interesting bid and we see no reason why it wouldn't continue to be interesting. Beginning a year ahead allows staff time to go through the specifications as preliminarily outlined in the information before the Commission today, and time to conduct a pre-bid conference. The Commission will then be presented with the original staff recommendations, pre-bid comments of prospective bidders and a recommendation for a final bid package.

Commissioner Jeanpierre asked why the gross revenue requirement increased.

Mr. Martin responded that we are projecting an annual parking revenue of about \$47-million to \$48-million next year. We felt that a contractor needed to have a minimum of \$8-million in experience from an operation in order to be able to operate a facility of our size.

Commissioner Jeanpierre asked if we have included a five (5) road mile prohibition in the past.

Mr. Turpen responded that we have.

Commissioner Brooks thought that there was something missing from "Proposed Specifications Summary" on page 2.

Mr. Martin agreed that something was missing and he will provide that information to the Commission.

Commissioner Brooks noted that the reference to parking taxes has been removed since the City is exempt but asked how the operating agreement would be affected if the City no longer had the exemption.

Mr. Martin responded that State law exempts the City from those taxes. If the law changes, the agreement will have to be changed to be consistent with the reimbursement approach, and the operator will have to be reimbursed.

Mr. Turpen said that the Commission will be provided with further clarification before staff presents the final specifications.

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 4 through 10 were adopted unanimously.



4. Modification of Agreement with Morrison & Foerster to Increase Funding by \$500,000. and to Add a Provision Whereby the Law Firm Agrees to Comply with Good Faith Efforts to Maximize Business Opportunities for Minority Attorneys

No. 95-0062

5. Authorization to Terminate Lease 89-0182 and Conduct Pre-Bid Conference for Public Lockers and Over-the-Counter Baggage Storage Lease

No. 95-0063

Resolution terminating Lease 89-0182 and authorizing staff to conduct a Pre-Bid Conference for the Public Lockers and Over-the-Counter Baggage Storage Lease.

Commissioner Brooks asked if this equipment has been used in the past and do we know if it is relatively trouble free.

Mr. Turpen responded that it is.

Commissioner Strunsky asked if the luggage is screened before it is accepted.

Mr. Turpen responded that it is. He said that in 1985 the Commission instituted a requirement that stored luggage meet an appropriate international standard, i.e., it must be treated like checked luggage.

All of the public lockers in the public areas were removed in 1981 or 1982 and placed in sterile areas. There is some reasonable assurance that putting everyone through the pre-flight screening process would screen anything that would go into the lockers.

6. Authorization to Conduct Pre-Bid Conference for the North Terminal California Products Shop Lease

No. 95-0064

7. Modification of Agreement with Corporation of Fine Arts Museum, San Francisco

No. 95-0065

Resolution approving modification of agreement with the Corporation of Fine Arts Museums approved by Resolution 94-0076 to add services and increase compensation in the amount of \$20,000.00 necessitated by Airport's museum accreditation application.



8. Approve License Agreement Between Hilton Hotels Corporation and Dollar Operations, Inc.

No. 95-0066

Resolution approving License Agreement by and between Hilton Hotels Corp. dba San Francisco Airport Hilton and Dollar Operations, Inc.

Commissioner Brooks asked if this lease extends beyond the hotel lease. She also asked if we own the property.

Mr. Martin responded that this lease does not extend beyond the hotel lease.

Mr. Turpen responded that we will acquire the property in the Fall of 1998.

9. Design Approval - North Terminal Bookstore Lease

No. 95-0067

10. Resolution Ratifying Personnel Actions

No. 95-0068

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

I. PUBLIC HEARING:

The public hearing was convened at 9:20 AM and adjourned at 9:24 AM, there being no requests from the public to speak.

11. Hearing on Public Auto Parking Rate Increases

Commissioner Brooks asked how many handicapped people are handled.

Mr. Sheldon Fein, Assistant Deputy Director, Landside Operations responded that the garage handles approximately 80 per day on a 24-hour basis.

Commissioner Brooks was not sure that handicapped parking should be increased. She also noted that the regular parking rate from 2-3 hours is \$6.00 and the long term parking rate is \$6.00. This will not encourage use of long term parking.

Commissioner Strunsky noted that with the Master Plan occurring and the resulting rerouting of traffic it will most likely be necessary  
Minutes, March 21, 1995, Page 8



to increase rates again to discourage parking in the central terminal area. He believed we will have enough problems operating the Airport on a day-to-day basis and the more cars that can be kept out of that area, the better. He would look favorably at an additional increase to limit traffic in the area.

Mr. Turpen said that the Commission will be presented with a resolution approving the increases at the next meeting.

\* \* \*

J. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

K. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

L. CLOSED SESSION:

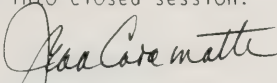
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54956.9(a) to discuss a settlement of claim by Julie L. Morgan; and, a property damage claim of San Francisco International Airport against Ogden Services Corporation, Inc. regarding guard poles damaged on September 14, 1993.

The Commission announced unanimous approval of the settlement of a claim by Julie L. Morgan by Resolution No. 95-0069, and, SFIA's property damage claim against Ogden Services Corporation, Inc. by Resolution No. 95-0070.

\* \* \*

M. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:25 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary





# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

APRIL 4, 1995

11:00 A.M.

DOCUMENTS DEPT.

MAY 04 1995

SAN FRANCISCO  
PUBLIC LIBRARY

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

APRIL 4, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of March 21, 1995	95-0071	3
D.		ANNOUNCEMENT BY SECRETARY:		3
E.		ITEMS INITIATED BY COMMISSIONERS:		3
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	1.	Nomination of Consultants for Airport Light Rail System for Airport Master Plan	95-0072	4
	2.	Mod. No. 4 to Professional Services Contract 5515 - Security & Special Systems	95-0073	4-5
	3.	Award Concession Leases "A" & "B" - Mobile Catering Services in Airport Garage	95-0074	5
	4.	Resolution Approving Public Auto Parking Rate Increases	95-0075	5
	5.	Resolution Approving Additions to 5-Year Capital Projects Plan	95-0076	5
	6.	Award Contract 5826B - Plot 41 Hardstands, Phase B	95-0077	6 9-10
	7.	Award Sale of Issue 7 Bonds	95-0078	6
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	8.	Retirement Resolution: Santo DeGrandi	95-0079	6



9.	Award Professional Services Contract - John T. Warren & Assoc., Inc.	95-0080	7
10.	Mod. No. 22 to Professional Services Contract with O'Brien-Kreitzberg & Assoc. to Perform Master Plan Programming Tasks	95-0081	7-8
11.	Mod. No. 3 to Legal Services Contract with Lempres & Wulfsberg to Increase Contract Amount by \$300,000.00	95-0082	8
12.	Mod. No. 13 to Legal Services Contract with Hanson, Bridgett, et al to Increase Contract Amount by \$250,000.00	95-0083	8
13.	Professional Services Agreement - Curtis & Tompkins Analytical Laboratory - Water Testing and Analysis - Extend Time	95-0084	9-10
H.	NEW BUSINESS:		
	Surety Bond Conference		10-11
I.	CORRESPONDENCE:		11
J.	CLOSED SESSION:		
	Potential Litigation - Contract 5826B, Plot 41 Hardstands, Phase B		11
K.	ADJOURNMENT:		11



Minutes  
of the  
Airports Commission Meeting

April 4, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 11:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present: Hon. Marie K. Brooks, Vice President  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan

Absent: Hon. L. Andrew Jeanpierre, President  
Hon. Larry Mazzola

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of March 21, 1995 were adopted by order of the Commission President.

No. 95-0071

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 95-0069 approving a settlement of a claim with Julie Morgan; and, 95-0070 approving a claim against Ogden Services Corp., Inc. at the closed session of March 21, 1995.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.





F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 1 through 7 were adopted unanimously.

1. Nomination of Consultants for Airport Light Rail System for Airport Master Plan

No. 95-0072

Resolution approving Architects and Engineers Selection Panel's nomination of consultants for Airport Light Rail System, which includes the operating system and its guideway structure, and authorizing staff to prepare contracts for the Commission's consideration.

Mr. John Costas, Administrator, Bureau of Planning and Environmental Affairs explained that this is a follow-up to a discussion in January when the Commission was informed that the selection panel had narrowed the field of consultants for the design of the operating system and guideway for the Airport Light Rail System (ALRS). This system is an integral part of the Master Plan and terminal complex program.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction said that three short-listed firms have been selected for the design system, the operating system and the structural guideway system portion. The three candidates for the guideway system formed a joint venture team.

Commissioner Strunsky assumed that the system that is designed will include the best technology has to offer but that it will also be a proven system. He hoped that the instructions to consultants will stipulate that we know that the system works and that we can see it in operation somewhere.

Mr. Bordegaray said that the instructions will be very explicit. It has been made very clear that we want the most up-to-date system available but we don't want to be the proving ground for a new system.

2. Modification No. 4 to Professional Services Contract No. 5515 Security and Special Systems

No. 95-0073

Resolution approving Modification No. 4 of Professional Services Contract with Ross & Baruzzini of Missouri, Inc. for complete schematic design through bid services for security and special systems for near term Master Plan projects.  
Amount of Modification: \$6,555,700.00.

Mr. Costas explained that in April 1994 the Commission awarded a contract to Ross and Baruzzini for the conceptual design of security  
Minutes, April 4, 1995, Page 4



and special systems for Master Plan projects, focusing primarily on the International Terminal. There are over 70 elements of the security and special systems. This modification includes complete schematic design through bid services for these particular systems.

Mr. Bordegaray explained that the firm has done some preliminary work on describing the systems at the Airport. This will integrate the existing systems into one Airport-wide system that is consistent throughout the existing facilities.

Some new systems will evolve from this work but they will be proven technology. The common use facility, for example, will utilize technology already in use at other airports.

3. Award of Concession Leases "A" and "B" for Mobile Catering Services in Airport Garage

No. 95-0074

Resolution awarding both Garage Taxi Staging Area Mobile Catering Leases "A" and "B" to Caterer's Club in the amount of \$60,000.00 for Lease "A" and \$45,000.00 for Lease "B".

4. Resolution Approving Public Auto Parking Rate Increases

No. 95-0075

Mr. Costas said that this increase will keep us in line with downtown parking lots and other airports. It is also a means by which we are conforming with the Master Plan Mitigation Program to discourage use of private vehicles coming to the Airport. We are dealing with parking rates in the short term and long term parking lots.

Commissioner Strunsky suggested that the next time an increase comes before the Commission that information on the percentage of vehicles using the short term lot for two hours or less be provided. He believed that the number will be significant when construction work is begun on the new International Terminal and the Light Rail System.

5. Resolution Approving Additions to 5-Year Capital Projects Plan

No. 95-0076

Mr. Costas said that three projects are being added to the 5-Year Capital Projects Plan. They are the Security and Special Systems, the Addition to Parking Lot D and Plot 3 Hardstands.

These projects were presented to the airlines on March 22 and were approved.



Item No. 6 was put over the end of the calendar.

6. Award of Contract No. 5826B - Plot 41 Hardstands, Phase B

No. 95-0077

Resolution awarding Contract 5826B, "Plot 41 Hardstands, Phase B," to the lowest responsible, responsive bidder, Granite Rock Co., dba Pavex Construction, in the amount of \$14,458,034.00.

The Plot 41 Hardstands project is within the scope of the SFIA Master Plan Program which was approved by the Airports Commission on Nov. 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

7. Award of Sale of Issue 7 Bonds

No. 95-0078

Resolution awarding sale of Issue 7 Bonds, in the amount of \$25.4 million.

Mr. John Martin, Deputy Director, Business and Finance said that five (5) bids were received. The low bidder was J.P. Morgan with a true interest cost of 6.04%, which compares to our current average cost of bonds of 6.4%. We did very well with our A+ and A1 bond rating.

Commissioner Strunsky asked what the last sale came in at.

Mr. Martin responded that it was 6.57%. The long term rates have been declining; the short term rates have been going up.

Commissioner Quan asked if this was close to the staff projection.

Mr. Martin responded that the bond rates have been trending down over the last eight months. This is below what was projected a couple of days ago.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 8 through 13 were adopted unanimously.

8. Retirement Resolution for Santo DeGrandi

No. 95-0079



9. Award of Professional Services Contract  
John T. Warren & Associates, Inc.

No. 95-0080

Resolution approving budget and awarding a Professional Services Contract to John T. Warren & Associates, Inc., for the design of Boarding Area "A" Aircraft Apron in the amount of \$1,428,000.00.

10. Modification No. 22 to Professional Services Contract with  
O'Brien-Kreitzberg & Associates to Perform Master Plan Programming  
Tasks

No. 95-0081

Resolution approving a Modification No. 22 to the Professional Services Contract with O'Brien-Kreitzberg & Associates to increase the contract amount by \$750,000.00.

Commissioner Quan noted that this provides for a one-month extension yet the cost is being increased by 10%.

Mr. Bordegaray explained that we are trying to fill a gap in the on-going services provided by O'Brien-Kreitzberg. The funds are almost depleted. The new construction management services will probably not be on board until some time in June. This modification takes us through April to the end of June. This service is required in order to manage the Master Plan are significantly increased.

This modification is much larger than what has been approved in the past because of the dollar amount of the project. They are performing Master Planning scheduling, project estimating, document control systems, BART interface, budget and bond scheduling, ALRS planning, program reporting and contract coordination. These elements need to be done for the Master Plan to get moving. This cost covers the upfront work that has been performed in order to gear up for the program.

Mr. Bordegaray added that 13 CM firms will be on board next month.

Mr. Bordegaray explained that the funds that are currently in the contract will be depleted by the time this contract is certified. This will take us beyond a single month. This modification will take us through June, when we believe the contract will be certified.

Commissioner Quan asked if this modification will pay for work performed in May.

Mr. Bordegaray responded that we want to be able to get this contract certified prior to the end of the current contract because funds will be depleted before the contract expires.

Commissioner Quan was curious as to why one tenth of the money was being spent in 30 days.





Mr. Bordegaray responded that that funding should take us through the end of June, however, the funds that are currently in the contract will expire within the next three to four weeks.

Mr. Costas explained that the current \$7-million contract covered us through the last Master Plan Program. The amount of money, which is significant for one month, is not representative of the scope of work previously performed by this company; it is representative of what the 13 CM firms will be doing under a \$2.4-billion program.

11. Modification No. 3 to Legal Services Contract with Lempres & Wulfsberg to Increase Contract Amount by \$300,000.00.

No. 95-0082

Resolution approving Mod. No. 3 to Legal Services Contract with Lempres & Wulfsberg to increase compensation by \$300,000; all other terms and conditions to remain in full force and effect.

Commissioner Strunsky said that if Item Nos. 11 and 12 are approved we will have contracted for \$1,050,000.00 worth of additional legal services in the last couple of meetings. He would like to see how these services are being charged by the law firms and if we are receiving quantity discounts. He said that he was not questioning the need for these services.

Ms. Mara Rosales, Airports General Counsel said that Hanson, Bridgett, the firm that has handled our labor issues since 1987, charges us the public sector client rates as well as provides a 10% discount for volume. We are continuously looking at ways of bringing more work in-house. Carl Bunch, Assistant Airport's General Council, has expertise in this area.

Lempres and Wulfsberg competed with about 100 other firms in 1992 and they, along with five other firms, were selected to provide legal services for the Airport. The partners and their associates have given us a flat rate, which is below the market rate. They have also agreed to give us a further discount for an attorney who will be detailed full time to do our work.

Commissioner Strunsky asked for a spread sheet showing what the rates are for partners and associates.

12. Modification No. 13 to Legal Services Contract with Hanson, Bridgett, et al to Increase Contract Amount by \$250,000.00

No. 95-0082

Resolution approving Contract Mod. No. 13 to Professional Legal Services Contract with Hanson, Bridgett, et al to increase compensation by \$250,000; all other terms and conditions to remain in full force and effect.



13. Professional Services Agreement – Curtis & Tompkins Analytical Laboratory – Water Testing and Analysis – Extension of Time

No. 95-0083

Resolution approving extension of time for Water Testing and Analysis Professional Services Agreement with Curtis & Tompkins Analytical Laboratory. No increase in contract amount.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item No. 6 was adopted unanimously.

6. Award of Contract No. 5826B – Plot 41 Hardstands, Phase B

No. 95-00-0077

Resolution awarding Contract 5826B, "Plot 41 Hardstands, Phase B," to the lowest responsible, responsive bidder, Granite Rock Co., dba Pavex Construction, in the amount of \$14,458,034.00.

Plot 41 Hardstands project is within the scope of the SFIA Master Plan Program which was approved by The Airports Commission on November 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

Mr. Costas said that this is an on-going contract to pave Plot 41. This project accommodates the loss of aircraft parking positions by United and other airlines as we build the International Terminal and the necessary boarding areas.

Pavex is the apparent responsive low bidder.

Mr. Paul Aherne, attorney for Pavex, said that he understood that there was a protest by a disgruntled bidder on the project. He believed that the staff recommendation, as well as the HRC recommendation, was to award to Pavex.

Commissioner Quan asked why there was no listing of subcontractors on this contract.

Mr. Costas responded that that information is not listed on construction contracts. HRC scrutinizes all of the HRC goals and requirements on construction contracts and then certifies that the contractor is in compliance with the goals.



Commissioner Quan asked if we had an historic record for Pavex on its M/WBE participation.

Ms. Rosales responded that the Plot 41 Hardstands, Phase A contract awarded to Pavex is on-going. It was a joint venture with a WBE. It was her recollection that they satisfied all of the City subcontracting goals for women and minorities.

Commissioner Quan said that in a previous Commission he asked for historical records on the performance of the various firms that do business with the Airport. He is not assuming that Pavex is not in compliance but he does want to see their record.

Mr. Costas responded that in investigating contractors for award of a contract, not only do they look at the present proposal for minority participation, they look for a track record.

Commissioner Quan said that he was not aware that they needed a track record.

Ms. Pansy Waller, HRC Contract Compliance Officer responded that her close-out report compares the actual dollar amount that was listed on the HRC forms with whatever was reported at the end of the contract to make sure they matched.

Mr. Wong added that Sandra Crumpler will be initiating a program that supplements HRC activities in the confirmation of M/WBE participation in contracts. She will contact each subcontractor at the beginning of the job to confirm that they will receive the dollar amount listed in the bid before the contract is awarded. At the contracts conclusion, she will contact each subcontractor again to confirm the dollar amounts. That information will be internally generated into an historical record.

Mr. Aherne said that Pavex submit monthly reports to the HRC regarding each of their minority and women-owned businesses that they have working as subcontractors. The report also provides information on the percentage of the worked completed and what remains to be done.

Commissioner Strunsky asked if liquidated damages was provided for on this contract.

Mr. Wong responded that liquidated damages are provided for in the amount of \$4,000 per day for the contract. For any impact to a taxiway or runway, it is \$1,000 per hour.

Mr. Costas said that the complaints and protest filed by the third bidder were responded to. Staff has received no further word from them.

\* \* \*

#### H. NEW BUSINESS:

Commissioner Brooks asked how the Surety Bond Seminar went on Saturday.  
Minutes, April 4, 1995, Page 10



Mr. Martin responded that there were 90 attendees at the seminar. He said that the seminar went very well.

\* \* \*

I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

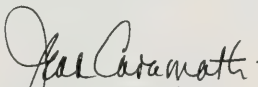
J. CLOSED SESSION:

The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54956.9(b)(1) to discuss potential litigation concerning bid protests on Contract 5826B, Plot 41 Hardstands, Phase B.

\* \* \*

K. ADJOURNMENT:

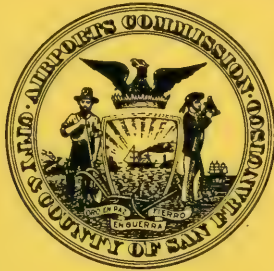
There being no further calendared business before the Commission, the meeting adjourned at 11:32 AM.

  
Jean Caramatti  
Commission Secretary





# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

**APRIL 18, 1995**

**9:00 A.M.**

DOCUMENTS DEPT.

MAY 09 1995

SAN FRANCISCO  
PUBLIC LIBRARY



**ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO**

**FRANK M. JORDAN, MAYOR**

## **COMMISSIONERS**

**L. ANDREW JEANPIERRE**  
President

**MARIE K. BROOKS**  
Vice President

**MICHAEL S. STRUNSKY**

**ROLAND A. QUAN**

**LARRY MAZZOLA**

**LOUIS A. TURPEN**  
Director of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128**



Index  
of the Minutes  
Airports Commission

April 18, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of April 4, 1995	95-0085	3
D.		DIRECTOR'S REPORTS:		
	1.	Status Report on BART - Oral Report		3-4
	2.	Status Report on Master Plan Projects		4
E.		ITEMS INITIATED BY COMMISSIONERS:		4
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	3.	Award Professional Service Contract 5601 - Utility Tunnel & Relocation of Existing Utilities - Kennedy/Jenks	95-0086	4-6
	4.	Award Professional Service Contract 3499 Environmental Clean-up IV - CH2M Hill	95-0087	7
	5.	Mod. No. 2 - Professional Service Contract 3232 - Environmental Clean-up III - Versar, Inc. in J.V. with Sierra Environmental Services	95-0088	7
	6.	Mod. No. 4 - Professional Service Contract 3183 - Environmental Clean-up I - RUST Environment & Infrastructure in Association with AGS, Inc.	95-0089	7-9
	7.	Award Contract - Airport Information Booth Program - Polaris Research and Development	95-0090	9-11
	8.	Award Professional Service Agreement for Medical Consultant - Dr. Smookler	95-0091	12



G.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
9.	Award Contract 5856 - Delta Airlines Building Renovation (Bldg. 710)	95-0092	13-14
10.	Bid Call - Contract 3451 - Plots 4, 5 & 6, United Service Center - Abatement/ Demolition/Utility Relocations	95-0093	14-15
11.	Bid Call - Contract 3225 - North Terminal Boarding Area "F" - Mechanical Rooms Improvement	95-0094	12
12.	Bid Call - Two North Terminal Specialty Retail Concession Leases	95-0095	15-16
13.	Authorization - Request for Qualifications & Proposals Contract 3491 - Specialized Soil Thermal Treatment & Disposal	95-0096	12
14.	Mod. No. 2 - Professional Service Contract - Maintenance & Service of Instrumental Control System - John Hopkins Company	95-0097	12
15.	Mod. No. 1 to Legal Services Agreement - Arnette, Hastie, McGee, Willis & Greene - Broaden Scope of Work to Include Bankruptcy	95-0098	13
16.	Modification to Annual Report Contract	95-0099	13
17.	Contract Extension Options - Pacific State Airline Services, Inc. for Sky Cap Services	95-0100	13
18.	Resolution Ratifying Personnel Actions	95-0101	13
H.	PUBLIC HEARING:		
19.	Proposed Amendments to Sections of Airport's Rules and Regulations		16
I.	NEW BUSINESS: 16		
J.	CORRESPONDENCE: 17		
K.	CLOSED SESSION:		
	Personnel		17
L.	ADJOURNMENT: 17		
	Minutes, April 18, 1995, Page 2		



Minutes  
of the  
Airports Commission Meeting

April 18, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 4, 1995 were adopted by order of the Commission President.

No. 95-0085

Commissioner Quan clarified a comment that he had made at the April 4 meeting by explaining that the Airport does business with many vendors and staff can track the historical record of their performance on such issues as health and safety, prevailing wage, M/WBE compliance, etc. The staff should look at the historical record of vendors that do work or have previously done work with the Airport when they are being considered for on-going or new contracts.

\* \* \*

D. DIRECTOR'S REPORTS:

1. Status Report on BART - Oral Report

Mr. Lou Turpen, Airport Director explained that Airport staff has been working with BART technical staff on matters affecting BART and the Master Plan. On April 28 or 29 the BART and SamTrans Boards will make a decision concerning the BART alternative to implement service to the Airport and down the Peninsula.





Mr. Turpen said that he will submit a memo to the Commission transmitting that official decision and what that decision will mean to the Airports Commission. Staff will present a follow-up report to the Commission once there has been an opportunity to analyze it.

Item No. 2 was put over.

2. Status Report on Master Plan Projects

Status report on Master Plan Project expenditures as of March 31, 1995.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 3 was adopted by a 4-1 vote, with Commission Quan casting the dissenting vote.

3. Award of Professional Services Contract No. 5601 - Utility Tunnel and Relocation of Existing Utilities - Kennedy/Jenks, Consultants

No. 95-0086

Resolution awarding Professional Service Contract 5601, Utility Tunnel and Relocation of Existing Utilities, to Kennedy/Jenks, Consultants in the amount of \$3,460,000.00.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction explained that this contract was for design work to relocate utilities and construction of a utility tunnel.

This contract was originally anticipated to be just the design and construction of the tunnel itself, the design of the utilities that must be relocated, from the terminal complex area where the Ground Transportation and Rental Car building is going to be built into the tunnel. The construction budget will be increased to accommodate the utility relocation.

Commissioner Mazzola asked if the Airport does a lot of business with this firm and if their work is acceptable. He noted that a recent communication indicated that staff believed that the work performed by Kennedy/Jenks was fine but that it could have been done in a more economical manner.



Mr. Bordegaray responded that he has been involved in two contracts with this firm and he has never had a problem. Their last sizable project was completed about a year ago with no problems.

Mr. Jackson Wong, Deputy Director, Facilities Operations & Maintenance responded that his problem was with this company, but a different branch.

Commissioner Strunsky asked if this was being coordinated with the current future plans of BART.

Mr. Bordegaray said that it is. We have been working with BART and will accommodate that possibility in the event that it does occur.

Commissioner Quan understood that this contract was originally let with a construction budget of approximately \$2.8-million and subsequently that project went to \$32.1-million. He asked if this contract was sent out for competitive bidding.

Mr. Bordegaray responded that professional services contracts do not go out for competitive bid. The project was identified at \$2.8-million during the time we were preparing a short list for professional services for this work. Several candidates were identified for the project at that time. As the project developed, an opportunity arose to include the utilities relocation in this contract. This new component allows us to clear the site for the Ground Transportation Center earlier than originally planned. The firm that was selected is very strong in utility design.

Commissioner Quan expressed concerned about the process. If a contract is advertised at \$2.8-million, certain companies will be interested. If a contract is advertised for \$32-million, it will attract the interest of many more A & E firms because the A & E work is a percentage of the construction work.

Commissioner Quan asked why the scope of work changed so dramatically.

Mr. Turpen noted that there are a couple of issues. The first is a question of process. Kennedy/Jenks was part of the overall selection process for the Master Plan short list. There were about 600 to 700 firms that participated in the process. Many of those firms specified an area of interest. Eighty firms were placed on the short list and then matched up with projects. There are approximately 86 Master Plan projects; 43 in the near term. As to the question of process, we probably had every A & E firm in the world involved in the process.

Mr. Turpen said that the projects defined in the overall project list will continue to change. He appreciates that this raises a flag, but explained that all of these projects were listed three years ago when we were in the conceptual phase. Further, all of the 617 firms that participated in and competed for a position on the final short list did so with a clear understanding that the scope of work could and would change. The scope of work has been very fluid over the last three years but we are now reaching the point where concrete decisions are being made.



Mr. Turpen said that he did not know if the scope of this project would have necessarily changed our decision on who should have made the short list.

Mr. Turpen said that Commissioner Quan was correct in a traditional context if this project had been advertised by itself, but it was advertised with a total of 86 other projects which went out to the world.

Mr. Bordegaray agreed with Mr. Turpen. He added that the size of the project was not known when the short list was put together. As the short list and the project were identified, the scope of that project was determined. In this instance, the additional scope focuses more on utilities relocation than on the civil portion of the project. Most of the firms short listed for the project were strong in civil except for Kennedy/Jenks which has its strong point in utilities. Kennedy/Jenks seemed the most appropriate firm to handle this particular project.

Commissioner Quan responded that he understood what transpired but his concern was that when the Master Plan was developed various firms had to select the projects in which they were interested. Firms then looked and determined which areas would provide the maximum amount of work or the maximum opportunities. He understood that projects and scopes change at times but expressed concern that some firms may have self-selected themselves out of this project because the original scope was much smaller.

Mr. Turpen asked Mr. Bordegaray to provide the Commission with information on the process used to determine the short lists.

Mr. Turpen said that he did not believe that firms necessarily selected projects when they were placed on the short list. They simply applied to do work on the Master Plan. It was after the short list selection that we began to match firms with projects.

Mr. Bordegaray explained that the firms only identified what they were interested in generically, they did not identify a particular project. They specified architectural or engineering, and the types within those fields.

Commissioner Jeanpierre understood this to be a matching of the project with the specialization of a particular company.

Mr. Bordegaray agreed.

Commissioner Strunsky said that about one year ago Newark Airport lost its electrical power primarily because two major feeds ran adjacent to one another. He hoped that in doing this utility tunnel we keep in mind the idea of back feeding. Further, that we would have a contingency plan since the utility tunnel travels underneath the main roadway to the Airport.

Mr. Bordegaray responded that that circumstance is similar to SFO's in that we do provide additional feeds. However, we are separating them so that Newark's problem will not occur at here.



Item Nos. 4 through 6 were called together and adopted unanimously.

4. Award Professional Service Contract No. 3499 - Environmental Clean-up IV - CH2M Hill

No. 95-0086                      Resolution awarding Professional Service Contract 3499, Environmental Clean-up IV, to CH2M Hill in the amount of \$1,000,000. to provide consulting services for soil assessment to expedite identification of environmental hazards on Airport property. CH2M Hill is a qualified and experienced firm on short list.

5. Modification No. 2 of Professional Service Contract 3232 - Environmental Clean-up III - Versar Inc. in Joint Venture with Sierra Environmental Services

No. 95-0087                      Modification No. 2 of Professional Service Contract 3232, Environmental Clean-up III, with Versar, Inc., in J.V. with Sierra Environmental Services to provide consulting services for soil assessment, to increase contract amount by \$2,000,000.00.

6. Modification No. 4 of Professional Service Contract 3183 - Environmental Clean-up I - RUST Environment and Infrastructure in Association with AGS, Inc.

No. 95-0088                      Modification No. 4 to Contract 3183, Environmental Clean-up I, with RUST Environment and Infrastructure in Association with AGS, Inc., to provide consulting services for soil assessment, to increase compensation by \$1,000,000.

Mr. Jackson Wong, Deputy Director, Facilities Operations and Maintenance explained that about two years ago the Airport went through a procurement process for professional services. Approximately 80 proposals were received, a short list was developed and three firms were selected from that list.

Three contracts for formulated. The first was awarded to RUST Environmental, the second went to Kennedy/Jenks, and the third went to Versar/Sierra.

The first part of the contract consisted of site investigation and included drilling, testing the results and assessing the contamination. The second phase modification occurred about six months ago and focused on receiving the data.





It was during this process that we decided to renegotiate the Kennedy/Jenks contract to take into consideration their learning curve. When we could not come to agreement, the contract was awarded to CH2M Hill.

Mr. Wong explained that each one of these consultants were given specific projects. They each supplied a team and the Airport retained control of certain aspects of the work.

Mr. Wong located the job sites on a map and described the areas containing hydrocarbon contamination, which is jet fuel, highlighted in yellow; the green area contains the same contaminants but these areas are endangering the water supply.

The funds spent to date have identified these areas and produced risk assessments, remediation recommendations and plans and specifications.

The new contract with CH2M Hill and the modification will take us into the actual projects, which will include the International Terminal Boarding Area and Boarding Areas "G" and "A", the Ground Transportation Project and the Light Rail System.

Mr. Wong added that the Regional Water Quality Control Board has issued an order to the Airport to assess environmental issues Airport-wide, not just in reference to the Master Plan.

Commissioner Strunsky doubted that the Airport spilled these hydrocarbons and suggested that we should be looking to the airlines for compensation for the clean-up.

Mr. Wong explained that some of these tests will identify the age of hydrocarbons, thus identifying the airline responsible.

Commissioner Strunsky suggested that the location would also provide a clue to the responsible airline.

Mr. Turpen said that Commissioner Strunsky's point is well taken. Plots 4, 5 and 6 have been under long term lease to an air carrier that just came off the lease in November of last year. That carrier is and will be held responsible. When staff explains that it will take \$5-million to clean up these areas, we are trying to give the Commission a feeling for the scope. In the future, staff will break that number down to show how much of that cost will actually be paid by tenants.

Commissioner Strunsky suggested that those funds should be reimbursed to the Master Plan budget.

Mr. Turpen agreed.

Mr. Wong explained that in the interest of meeting a schedule it is expedient to handle it in this manner.

Commissioner Brooks asked if any thought has been given to establishing an in-house environmental department.

Mr. Turpen responded that we have one but not to the extent that we can attack a project of this size.



Mr. Wong responded that we have investigated other airports in similar situations to see how they are handling this issue. In the long term we may seek to do this through in-house staff. SFO has two or three employees with the necessary expertise, as compared with Boston which has 20 full time employees.

Commissioner Brooks asked how we are handling present spills. Do we have employees performing inspections on a regular basis?

Mr. Turpen responded that we have clean-up procedures that have been in place for a long time. The last major spill was in 1989 and involved a fuel line by Boarding Area "B". That site was remediated by staff.

Mr. Turpen said that Boarding "B" has been here since 1964; Boarding Area "A" has been around, off and on, since 1973. It was the International area in the 1970s. The newer areas, "C", "D", "E" and "F", have been addressed over the last 15 years, and there is no issue. The issue comes with older areas. As we move forward we will need a staff to monitor activity.

Commissioner Jeanpierre noted that they have discounted their field rates. He asked if we review the audit reports to verify those rates.

Mr. Wong responded that we audit the contract upon completion to verify their records.

Mr. Turpen asked if we monitor their activities while they are performing the work.

Mr. Wong responded that we do. He explained that a field rate means that a contractor is working on site rather than out of the office.

Commissioner Jeanpierre noted that a field rate is typically lower than the normal rate because it excludes a lot of overhead items not in use when they are on-site.

Item Nos. 7 and 8 were adopted unanimously.

7. Award of Contract to Operate Airport Information Booth Program  
Polaris Research and Development

No. 95-0090

Resolution awarding contract to Polaris Research and Development to operate the Airport Information Booth Program, effective October 15, 1995 through October 14, 1996, for an amount not to exceed \$1.3 million.

Mr. Sheldon Fein, Assistant Deputy Director, Landside Operations explained that this is an on-going program and is funded through the AVI collection of the route fees paid by ground transportation operators. The program provides information to passengers on the various transportation alternatives in addition to assisting passengers with language problems.



Mr. Fein said that response from the public has been outstanding.

Mr. Turpen asked how many contacts we have had in the last year.

Ms. Janice Gendreau, Landside Operations, responded that the Information Booths serve 4,000 to 5,000 people a day in peak travel months. Over the year we serve about 1,250,000 people.

Mr. Noel Day, President, Polaris Research and Development, said that he has enjoyed working with the Airport and the Landside staff on this contract and looks forward to continuing to provide this service.

Commissioner Strunsky asked if this is the first time we have included a computer generated dispensing system at the Airport.

Mr. Fein responded that it was tried about 10 years ago with little success. We want to supplement the manned service so that after hours, when the booths aren't manned, information can still be dispensed via computer.

Mr. Fein said that this same computer is in operation in San Jose, Oakland, Los Angeles and a number of other airports. It will provide San Francisco passengers access to ground transportation information for any airport that is on line.

Commissioner Strunsky asked if these computers will be located in the boarding areas.

Mr. Fein responded that at this point they will only be located in the vicinity of information booths. The computer will record information on which questions are being asked and how often. It will take a year or two to evaluate this information. If the venture proves to be successful, additional computers will be placed in other areas.

Commissioner Strunsky supposed that when this contract comes up for renewal, the Commission will have the opportunity to increase the number of computers.

Mr. Fein agreed.

Commissioner Strunsky said that he has had very good experiences with this type of equipment. He thought that the ability to access information on ground transportation available at your destination airport before your flight departs is very helpful.

Commissioner Strunsky thought it might be more helpful to have these computers out in the boarding areas than in the baggage claim areas.

Commissioner Brooks asked how many airports will be on line.

Ms. Gendreau said that she interviewed eight (8) California airports about their experience with this system.

Commissioner Quan, reading from the December 6, 1994 Commission meeting minutes, said that Commissioner Murphy believed that "for both flexibility and a possible cost savings, we ought to consider



both approaches of a joint venture or a separate bid." Mr. Fein responded at that meeting: "As the firms come in with proposals, we may ask if they want to do a combination or separate proposals. We will look at both approaches."

Commissioner Quan asked if that process was followed or those comments considered.

Mr. Fein responded that the bid was tied together because of the synergies in maintaining the computers and the decision that at this point in time we weren't going to go with a large number of machines initially. One of the operators that installs the machines did the entire project. We felt it was best to have one information group coordinating the work. If this proves to be successful and we increase the number of computers, the contract will be divided.

Commissioner Quan wanted to be sure that this had been considered.

Commissioner Jeanpierre said that it appeared to him that this is a phase-in process. We don't want a Denver.

Commissioner Strunsky thought that there was a conflict of interest. If the computers prove to be successful, it might reduce the need for manned stations.

Mr. Turpen said that that will be a issue for the Commission. We have historically avoided voice mail or any interactive medium where people aren't involved. We try to keep people involved with people.

Commissioner Jeanpierre agreed.

Mr. Turpen was certain that the Commission has experienced the frustration of telephone loops. If the system proves itself, the Commission will have to consider moving in a non-traditional direction. However, at this point it is more a reflection of philosophy.

Commissioner Jeanpierre suggested paying attention to feed back.

Mr. Fein added that we previously encountered problems with younger people using the computer more as a game rather than as an informational tool. This system will provide information on how the system is actually being used.

Ms. Gendreau added that our experience has shown that it takes people an average of 5-minutes to use the computer, which means that one computer serves only 12 people in an hour. On average, hundreds of people can be served at a booth in an hour. The longest question the information booth receives is about transportation and that transaction takes an average of 40 seconds.

All of the airports interviewed have indicated that at this time these systems cannot replace people or the service they provide. Further, the feedback received at the information booths has been outstanding in identifying and solving problems and helping us to monitor ground transportation operators.





8. Award of Professional Services Agreement for Medical Consultant Dr. Lawrence A. Smookler

No. 95-0091

Resolution approving Medical Consultant Professional Services Agreement with Dr. Lawrence A. Smookler for a one-year term for a not-to-exceed amount of \$130,000.

Mr. Turpen said that the function of the Medical Clinic will change from a private practice to being handled by San Francisco General/UCSF on July 1, 1995. Dr. Smookler, the father of this activity, has spawned tremendous innovations and made SFO a model in this area. Rather than lose his expertise, he has agreed to act as liaison between the Airport and Medical Clinic to continue a tradition of excellence that has been responsible for many of the awards we have received.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 9, 10 and 12 were removed from the Consent Calendar for discussion. Item Nos. 11 and 13 through 18 were adopted unanimously.

11. Bid Call - Contract 3225 - North Terminal Boarding Area "F" - Mechanical Rooms Improvement

No. 95-0094

Resolution approving the scope, budget and schedule for Contract 3225, North Terminal Boarding Area "F" Mechanical Rooms Improvement, and authorizing the Director to call for bids when ready.

13. Authorization to Request for Qualifications and Proposals Contract No. 3491 - Specialized Soil Thermal Treatment and Disposal

No. 95-0096

Resolution authorizing staff to request qualifications and proposals for Contract 3491, Specialized Soil Thermal Treatment and Disposal Services.

14. Modification No. 2 to Professional Service Contract - Maintenance and Service of Instrumental Control System - Jack Hopkins Company

No. 95-0097

Resolution modifying contract with Jack Hopkins Company for Maintenance and Service of the Instrumental Control System at the Water Quality Control Plant to increase funding by \$35,000.00 and extend the contract expiration date.



15. Modification No. 1 to Legal Services Agreement with Arnelle, Hastie, McGee, Willis & Greene to Broaden Scope of Work in Providing Legal Services to Include Bankruptcy

No. 95-0098

Approving Mod. No. 1 to legal services contract with Arnelle, Hastie, McGee, Willis & Greene to broaden scope of work to include bankruptcy. No increase in funding. All terms and conditions of original contract to remain in full force and effect.

16. Modification to Annual Report Contract

No. 95-0099

Approving modification to contract with Howry Design Associates to produce the 1995 Annual Report at a not-to-exceed cost of \$80,500.00.

17. Contract Extension Options - Pacific State Airline Services, Inc. for Sky Cap Services

No. 95-0100

Authorize Director to exercise Commission options extending agreement with Pacific State Airline Services for center island sky cap services for two six-month terms beginning June 1, 1995 at a not-to-exceed cost of \$95,000 for each six-month period

18. Resolution Ratifying Personnel Actions

No. 95-0101

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

9. Award Contract 5856 - Delta Airlines Building Renovation (Building 710)

No. 95-0092

Award Contract 5856, Delta Airlines Building Renovation (Building 710), in the amount of \$1,028,000 to Lem Construction. Work will include interior building modifications to accommodate Airport departments involved in implementing the Airport Master Plan.



Commissioner Jeanpierre noted that three companies came in at \$1,028,000.00 and asked why Marinship, an MBE did not receive a bid preference.

Ms. Pansy Waller, Human Rights Commission Contract Compliance Officer, responded that while Marinship is a certified MBE, they did not receive the 10% preference because in this joint venture with Amoroso they failed to retain 25%.

Commissioner Brooks noted that the last resolve says "This Commission authorizes the Director to accept the completed work and make final payment, provided that the work is completed on schedule and within the Commission approved budget." She assumed that our agreement will stipulate that the work must be satisfactory but there is no language in the resolution to that effect. She said that if that language is included in the agreement there is no reason to change the resolution.

Mr. Bordegaray responded that staff would not recommend acceptance by the Director if we were not satisfied with the work.

10. Bid Call - Contract 3451 - Plots 4, 5 and 6, United Service Center Abatement/Demolition/Utility Relocations

No. 95-0093	Approves final plans and specifications for Contract 3451, Plots 4, 5 and 6, United Service Center Abatement/Demolition/Utility Relocations, and authorizes Director to call for bids when ready.
-------------	---

Commissioner Strunsky asked to which building this was referring.

Mr. Turpen responded that Plots 4, 5 and 6 is the entire former service center area. It runs from the existing North Terminal almost to the United Cargo Building.

Mr. Wong added that this particular contract does not demolish everything on the plots, just the service center hangar on Plot 4 and the surrounding apron area.

Commissioner Strunsky asked if we have to move piles in that location.

Mr. Turpen responded that there are two issues. Our original plan was not to remove piles, but to cut them off. However, there have been other issues that have surfaced surrounding those piles.

Mr. Bordegaray noted that there are about 120 piles.

Mr. Turpen added that we may be in a position where they will have to be removed. This contract removes the building and everything around it and cuts the piles off. He asked what happens if we want to remove the piles.

Mr. Wong responded that we will need an alternate or a separate contract will have to be awarded.



Mr. Turpen recommended proceeding with this contract and finalizing what will happen in that area within the next 30 days.

Commissioner Quan asked if it was more cost effective to do it all in one contract.

Mr. Turpen responded that he did not know if there would be that much difference in cost once the site is cleared.

Mr. Turpen said that his other concern is that he does not know that we would want to pull the piles before the area is remediated.

Commissioner Strunsky thought that it might be a good idea to get a cost to pull piles as part of this bid package just to remain competitive.

Mr. Turpen said that this package can be amended to include an alternate.

Mr. Turpen said that the question is whether or not the Commission would want to pull piles before remediation. He does not know the risks of what is in the soil.

This item will not be returned to the Commission for action, however, the resolution will be amended to include an alternate and Commissioners will be provided copies.

12. Authorization to Accept Bids  
Two North Terminal Specialty Retail Concession Leases

No. 95-0095	Resolution authorizing staff to accept bids for two North Terminal Specialty Retail Concession Leases. Bidders will be asked to select from a range of specialty retail options developed by staff and submit a bid based on that option.
-------------	---

Commissioner Quan commented that the proposed RFP indicates that the proposer must be a corporately held retail store. He asked if that is too restrictive. He also asked if this is the site of Host's Pacific Bazaar.

Mr. Martin responded that this is the Pacific Bazaar site.

We are recommending that the proposer be a corporately held facility because this lease will carry the specialty theme concept further. It will require that bidders have a store in San Francisco and do at least \$1-million in sales in the Bay Area. We will require that their pricing match what they have in their stores in the City. There is a somewhat higher risk for a company to come in under this lease because it is a new concept. We therefore wanted a parent company to operate the facility and not a franchisee.





Commissioner Quan noted that Pacific Bazaar was occupying about 2,000 sq. ft. but this lease includes 2,600 or 2,700 sq. ft. He asked how we came up with the additional square footage.

Mr. Martin responded that a small amount of public area adjacent to that space was recovered.

Commissioner Quan noted that MBEs are going to be encouraged to work on construction and design of the leasehold improvements. He thought that the Airport had a policy for all leasehold improvements.

Mr. Martin responded that it has been the practice but not the policy.

Mr. Turpen agreed with Mr. Martin. The Commission has historically expressed its desire that the Airport share with our tenants our significant lists of persons who might be able to assist with tenant improvement construction. That has been done as a practice; it is not an official policy of the Commission. We would be pleased to draft a policy for the Commission's consideration.

Commissioner Quan proposed that the City Attorney draft a policy relating to retail and food concessions at the Airport.

Mr. Turpen said that it would include all tenant work at the Airport. Language will be sent off calendar for the Commission's review. It will then be scheduled for the next appropriate Commission meeting.

\* \* \*

#### H. PUBLIC HEARING:

The public hearing was convened at 9:52 AM and adjourned at 9:53 AM, there being no requests from the public to speak.

#### 19. Hearing on Proposed Amendments to Sections of the Airport's Rules and Regulations

Public Hearing on Proposed Amendment to Appendix B, Section 1.4.7(A)(2)(a) and (b) of the Airport's Rules and Regulations.

Mr. Turpen said that this item will appear before the Commission for approval at the next meeting.

\* \* \*

#### I. NEW BUSINESS:

There was no discussion by the Commission.



\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

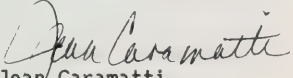
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54957 to discuss personnel matters.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:53 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



# **SAN FRANCISCO AIRPORTS COMMISSION**



## **MINUTES**

**MAY 2, 1995**

**9:00 A.M.**



**ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO**

**FRANK M. JORDAN, MAYOR**

## **COMMISSIONERS**

**L. ANDREW JEANPIERRE**  
President

**MARIE K. BROOKS**  
Vice President

**MICHAEL S. STRUNSKY**

**ROLAND A. QUAN**

**LARRY MAZZOLA**

**DOCUMENTS DEPT.**

**MAY 20 1995**

**SAN FRANCISCO  
PUBLIC LIBRARY**

**LOUIS A. TURPEN**  
Director of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128**



Index  
of the Minutes  
Airports Commission

May 2 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of April 18, 1995	95-0102	3
D.		DIRECTOR'S REPORTS:		
	1.	Action of BART and SamTrans Boards with Respect to SFO		3-4
E.		ITEMS INITIATED BY COMMISSIONERS:		4
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	2.	Artists' Concepts for New International Terminal & Boarding Areas A & G		4-8
	3.	Award Professional Service Contract 5600 Rental Car Garage/Ground Transportation Center	95-0103	8
	4.	Authorization to Purchase Airport Clinic's Inventory	95-0104	8-9
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	5.	Adopt Amendments to Airport's Rules & Regulations	95-0105	9
	6.	Award Contract 1896C - Field Lighting Raceway System - Phase III	95-0106	9
	7.	Master Plan Airline Liaison Office Agreement Modification	95-0107	9
	8.	Mod. No. 6 of Lease & Use Agreement No. 82-0111 - American Airlines	95-0108	9





9.	Bid Call - Contract 3477 - Runway Rubber Removal - 1995/96	95-0109	10
H.	NEW BUSINESS:		
I.	CORRESPONDENCE:		10
J.	CLOSED SESSION:		
	Potential Litigation & Personnel		10
K.	ADJOURNMENT:		10



Minutes  
of the  
Airports Commission Meeting

May 2, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 18, 1995 were adopted by order of the Commission President.

No. 94-0102

\* \* \*

D. DIRECTOR'S REPORTS:

1. Action of BART and SamTrans Boards with Respect to San Francisco International Airport - Oral Report

Mr. John Costas, Administrator, Bureau of Planning and Environmental Affairs explained that the BART and SamTrans Boards met last week to take action on the BART-SFO alternative. The purpose of the action was to allow BART and SamTrans to proceed with preliminary engineering and to finalize the EIR.

The BART Board met on April 27 and voted in favor of Alternative 6 which provides for a station in Tanforan, the International Terminal and Millbrae. Seven members of the BART Board voted in favor of Alternative 6 and one member abstained.

The SamTrans Board voted on April 28 in favor of Alternative 6 by a 7-2 vote.



There were about 17 speakers at the BART meeting and about 45 speakers at the SamTrans meeting. The concerns of the Alternative 6 opponents were in the categories of the alternative not being cost effective, the availability of Federal funds is questionable, it may be a duplication of CalTrain service and a wish to look at a CalTrain-BART proposal, and the SamTrans forecast for financial support of this alternative is being questioned. There is a concern as to whether they can support this Alternative and still keep their buses and CalTrain operating.

Mr. Costas explained that the selection of the locally preferred alternative allows them to go to the Federal Transit Administration (FTA) for funding for preliminary engineering. That will take BART and SamTrans through the rest of the environmental analysis, looking at this particular alternative from Tanforan through to Millbrae. The EIR will be finalized with this additional information.

When the FTA completes its review, BART expects to have its final EIR/EIS by September. By October, both the BART and SamTrans Boards will certify the EIR/EIS and adopt the project. In November, the FTA will issue a record of decision. In the first quarter of 1996 a full funding agreement should be reached to pay for the project.

\*   \*   \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\*   \*   \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item No. 2 was put over.

2. Artists' Concepts for New International Terminal and Boarding Areas A & G

Art Commission's presentation of artists' concept for the new International Terminal and Boarding Areas A & G. Art Commission seeks Airports Commission's concurrence to proceed with development of the artworks. Models and drawings of the artist's concepts will be on display.

Ms. Susan Pontious of the Art Commission explained that she is the Curator responsible for coordinating the art projects for the new Master Plan project.

She explained that artists were selected a number of months ago to work on the first phase of the art program for the new Master Plan



project. The artists were selected not for a particular site or project but to work closely with the architects as they developed plans for the concourses and the International Terminal. These works are intended to be integral to the architecture and the architectural experience.

These are preliminary design concepts, they are not finished designs. These concepts have been reviewed and worked on by the architects as well as the Airport/Art Steering Committee and the Art Commission.

Mr. Turpen said that former Commissioner Coblentz, former Commissioner Mattison and Jason Yuen represent the Airports Commission on the Joint Committee.

Commissioner Jeanpierre noted that no African American artists were represented in this selection and asked what type of outreach was performed.

Ms. Pontious explained that the outreach is very extensive. They advertise in the trade magazine Art Week, announcements are sent to the Chronicle as well as all neighborhood papers, they do a direct mailing to all artist organizations, including the art cultural centers, particularly organizations that represent minority artists and audiences and they do a direct mailing to a minority artist mailing list. The Art Commission lacks the funds to do general mailing to artists but they do keep a minority arts mailing list. They advertise in the artists purchasers bid opportunities publication. They also gave a series of workshops on the public art program, and the Airport projects in particular, combined with the Art Commission's newly formed Cultural Equity Endowment Grants. Those grants are directed toward minority artists and art organizations. Personal telephone calls were made to every minority artist she knows of in the Bay Area. She believed that they all applied, with the exception of those that had other commitments. She said that the Art Commission's general policy is to submit recruitment plans to the Human Rights Commission for review and approval prior to artist selection process. The Human Rights Commission also approved the artist selection.

The Art Commission does not have a particular quota, however, they emphasized to the panel that they wanted a mixed group of people, gender and race. The Selection Panel itself was carefully selected to represent not only gender but racial mix and included African American, Latino, Native American and Asian panelists.

African American artists did apply but were not selected for this particular phase. She was certain that African Americans will be selected in future phases.

Ms. Pontious went on to describe the concepts that were before the Commission.

Beginning with the International Terminal she described the James Carpenter piece, a sculptural light reflector which will be positioned in the trusses that are part of the skylight. Based on the dirigible design, they are not merely sculptural elements, but have the





functional purpose of diffusing light and cutting down on glare and strong sunlight onto the floor. At night they will be lit from below so that rather than looking up and seeing a black hole you will see a light sculptural body that will reflect light back down.

Commissioner Strunsky asked if it was made of a plastic material.

Ms. Pontious responded that quartz fiberglass is being looked at, although, several materials are being considered.

Commissioner Strunsky noted that it is quite extensive and will hide the structural view of the trusses.

Ms. Pontious responded that it is a translucent material.

Commissioner Strunsky asked if this would be an on-going maintenance issue.

Ms. Pontious responded that it is not. Maintenance was a great concern to the Art Commission as well. She discussed this issue with the artist who informed her that this same material was used in Portland in similar situations. That piece, which has been in place for 12 years, has never been cleaned and looks great. It may be dirty but is so far up that no one can see it.

Mr. Turpen asked if part of the funding which the Airports Commission provides is reserved for on-going maintenance of the installed art work.

Ms. Pontious responded that it is to the degree that the bond funding allows you to use that money.

Mr. Turpen said that he was not talking about our money. Where does the maintenance money come from which says that we will pay for the maintenance of these pieces. He said that the Airport's money will pay for it, whether it's the operating fund or the bond fund.

Mr. Turpen explained that maintenance has been an historical issue. We are concerned that we do not have the expertise with the current collection. The Commission needs to understand that whatever is approved becomes the Airport's maintenance responsibility.

Commissioner Strunsky was concerned that it will hide the structure. He thought that the structure itself is one of the elements we were emphasizing in the original Skidmore design.

Ms. Pontious responded that James Carpenter was the particular choice of Craig Hartman who was the designer for the Airport. They have been working together on the development of this proposal. It is her understanding that this is exactly how the architect intends this to be seen. He particularly wanted James Carpenter to address this site and to deal with these issues of the light.

Commissioner Strunsky asked if prisms would be placed on every truss.

Ms. Pontious responded that it is currently proposed for every truss. As we finalize the budget, it remains to be seen if we can afford it.



Ms. Pontious directed the Commission's attention to Immigration and the series of five foot wide rectangular columns that are planned for that area. The artist is proposing a series of panels that will be inset in the panels on the long side. The cast glass panels will be set into the columns and the word "welcome" will be sandblasted in different languages on the back of the panels. The angle will be such that the images will appear and disappear.

If the budget permits, the images will be placed on both sides of the panel. If the budget does not permit, the images will appear on alternate sides.

Mr. Turpen asked if they were looking at the proposed color.

Ms. Pontious responded that the artist is proposing something with a little more green in it and not quite so dark.

Ms. Pontious said that video monitors are being proposed for the carousel area in baggage claim. Four cameras will be placed on Embarcadero Center and will transmit live scenes of the Bay, the bridge and the City as well providing the time and temperature.

The Art Commission staff is negotiating with Embarcadero Center to pay for the on-going maintenance of this particular piece in exchange for the words "Live from Embarcadero Center" which will appear at the bottom of the screen.

Mr. Turpen said that at issue here is the Commission's policy on any type of advertising. The other issue is his experience with remote cameras and their tendency not to work very well. We had a remote camera on top of the Control Tower for a period of time. It had only about 100 feet of cable and it was a problem. This is something we will want to look at.

Ms. Pontious went on to explain that a terrazzo floor is being considered for the departure level. The artist is looking at international wind and pressure maps as source material for the floor. The continents will not be drawn out but in their place will be plaques that are the aeronautics maps of the airspace of various international airports.

A light piece has been proposed for the length of Concourse G. The architects ceiling plan for this area is a "V" shape. The ceiling will be bathed in yellow light with alternating neon lights that will be inset into the support beams. The colors will alternate down the length of the corridor and give a soft light to the ceiling.

Ann Preston has come up with a series of potential proposals for Concourse A. One is a plexiglass dome which will approximate sky and clouds. The architects would like her to work with the capitals and bases forms on their columns upstairs.

Mr. Turpen suggested that the Commission may want to have time to mull the presentation over. Between now and the next meeting the Commission will have the opportunity to ask questions.



Commissioner Jeanpierre said that the last time we did something similar to this the Commission had the opportunity to visit the Airport, view it and ask questions before voting on it. He liked that approach.

Mr. Turpen agreed that that might be beneficial.

Commissioner Brooks asked for an idea on the maintenance costs, particularly for the lighting and the camera. She said that she would be very concerned about the scenes and that there be no visible advertising. Showing one hotel over another would present a problem.

Ms. Pontious said that they have a sample tape that the Commission can view. No advertising is shown. They understand that there is a cost in maintaining this particular piece which is why underwriting is being pursued.

Mr. Turpen told the Commission that they can view the tape at the Airport at their convenience. Once the Commission has had the opportunity to review it, an official response can be given.

Commissioner Jeanpierre said that it was a very good presentation.

Item Nos. 3 and 4 were adopted unanimously.

3. Award of Professional Services Contract No. 5600  
Rental Car Garage/Ground Transportation Center

No. 95-0103	Resolution awarding Professional Services Contract 5600 for the Rental Car Garage/ Ground Transportation Center to ED2 International/MBT Architecture, Joint Venture Architects, in the amount of \$500,000. to provide the first phase of design, programming and conceptual planning.
-------------	---

4. Authorization to Purchase Airport Clinic's Inventory

No. 95-0104	Resolution authorizing the Airport to purchase S.F.I.A. Medical Group's medical equipment, furniture, office equipment and supplies for \$93,165.00 as part of the transition of the operation of the Clinic to San Francisco General Hospital.
-------------	---

Mr. Turpen explained that UCSF and San Francisco General will be providing medical services at the Airport. San Francisco General has done an inventory to establish the value for the transfer of the appropriate equipment. San Francisco General looked at several pieces of equipment they thought they would require in order to continue to do business. They will bring in additional equipment as well.



Commissioner Brooks did not believe that it was worth \$93,000.00.

Mr. Bob Rhoades, Assistant Deputy Director, Business and Finance responded that San Francisco General evaluated the equipment based on replacement cost and the age and condition of the equipment. The most expensive piece is the x-ray machine and its processor which would cost about \$55,000.00 to \$60,000.00 on the market.

The \$93,000.00 figure includes all of the furniture, the business equipment, audio booth and vision testing equipment. This purchase will allow a seamless transition and a lead time to order equipment.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 5 through 9 were adopted unanimously.

5. Adoption of Amendments to the Airport's Rules and Regulations

No. 95-0105	Adopt Amendments to Appendix B, Section 1.4.7 of the Airport's Rules and Regulations
-------------	--

6. Award of Contract 1896C - Field Lighting Raceway System - Phase III

No. 95-0106	Resolution awarding Contract 1896C, Field Lighting Raceway System - Phase III, to J. Cannon Engineering Corp., in the amount of \$2,380,280.00.
-------------	---

7. Master Plan Airline Liaison Office Agreement Modification

No. 95-0107	Resolution modifying the Master Plan Airline Liaison Office Agreement to provide \$82,315. in additional funding.
-------------	---

8. Modification No. 6 of Lease and Use Agreement No. 82-0111 American Airlines, Inc.

No. 95-0108	Resolution approving Mod. No. 6 of American Airlines, Inc.'s Lease and Use Agreement No. 82-0111 to correct measured inaccuracies to existing premises and relinquish a storage space on the ramp level at Boarding Area "E" of the North Terminal.
-------------	---





9. Bid Call - Contract No. 3477 - Runway Rubber Removal - 1995/96

No. 95-0109

Resolution approves the scope, budget and schedule for Contract 3477, Runway Rubber Removal, 1995/96 and authorizes Director to call for bids when ready.

\* \* \*

H. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

J. CLOSED SESSION:

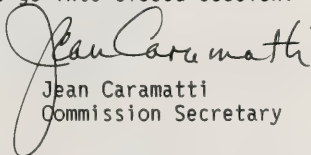
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54956.9(b)(1) to discuss potential litigation and Government Code Section 54957 to discuss personnel matters.

The Commission determined that it is not in the public interest to disclose the nature of the discussion.

\* \* \*

K. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 9:27 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

JUL 3 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

MAY 16, 1995

9:00 A.M.



ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

May 16, 1995

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		3
		Regular meeting of May 2, 1995	95-0110	3
D.		ITEMS INITIATED BY COMMISSIONERS:		3
E.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	1.	Award of Thirteen Professional Services Contracts to Provide Construction Management Services for Airport Master Plan Program	95-0111 thru 95-0123	4-6
	2.	Award Professional Services Contract 5703 - Airport Light Rail System (ALRS) - Operating System	95-0124	6-7
	3.	Award Contract 3414R - Plots 7, 8 & 10 - Abatement/Building Demolition	95-0125	7-8
	4.	Award Contract 3432R - Plot 50 (A & B) Abatement/Building Demolition	95-0126	8-9
	5.	Renew Contract for Media Services to Promote Ground Transportation Services	95-0127	9-10



6.	Bid Call - Contract 5601 - Utility Tunnel & Utility Relocations, Phase I	95-0128	10
F.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
7.	Award Contract 3353 - Garage Basement Wall Repair	95-0129	10
8.	Millbrae School District Noise Insulation Funding for FY 1994/95 (\$138,199.35)	95-0130	10-11
9.	Contract with Corporation of Fine Arts Museums, San Francisco (\$160,000.00)	95-0131	11
10.	Retirement Resolution - Arthur Roth	95-0132	11
11.	Resolution Ratifying Personnel Actions	95-0133	11
12.	Consent to Assignment of National Car Rental Systems, Inc. Concession Agreement to NCR Acquisition Corp.	95-0134	11
G.	NEW BUSINESS:		
	Rules Committee - Audit of Airport's Surplus Funds		11
H.	CORRESPONDENCE:		
			12
I.	CLOSED SESSION:		
	Potential Litigation, Personnel		12
J.	ADJOURNMENT:		
			12





Minutes  
of the  
Airports Commission Meeting

May 16, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present: Hon. Marie K. Brooks, Vice President  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan  
Hon. Larry Mazzola

Absent: Hon. L. Andrew Jeanpierre, President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of May 2, 1995 were adopted by order of the Commission Vice President.

No. 95-0110

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Commissioner Quan was unanimously recused from voting on the following resolutions within



Item No. 1: 95-0112, 95-0114, 95-0118, 95-0120, and 95-0122. Item No. 1 was adopted unanimously.

1. Award of Thirteen Professional Services Contracts to Provide Construction Management Services for Airport Master Plan Program

Thirteen resolutions awarding professional services contracts to construction management consultant teams for the first group of Master Plan projects. Consultants will assist Airport staff in the management of construction projects, providing professional services in scheduling, cost control, coordination, monitoring, quality assurance, and contract compliance. Total of Awards: \$14,400,000.00

- |             |  |
|-------------|--|
| No. 95-0111 | - Overall Coordinating Construction Manager (O'Brien-Kreitzberg/Luster CM/GKO, A Joint Venture)  |
| No. 95-0112 | - New International Terminal and related projects (SFO Associates, A Joint Venture of Parsons/AGS, Inc./EPC Consultants Inc./Business Development, Inc. Consultants Inc./Business Development, Inc.) |
| No. 95-0113 | - Boarding Area G and related projects (Lehrer McGovern Bovis, Inc./F.E. Jordan Associates, Inc./Cabellon Associates, Inc. An Association)   |
| No. 95-0114 | - New Boarding Area A and related projects (Morse Diesel International/Arcost/CPM Group/Cornerstone Concilium/Lee Trenchard Consulting)  |
| No. 95-0115 | - South Terminal Renovation, new Boarding Area B and related projects (DMJM/Luster/AGS, A Joint Venture)   |
| No. 95-0116 | - Rental Car Garage & Ground Transportation Center and related projects (Turner Construction Co./The Allen Group/CPM Services)   |
| No. 95-0117 | - West Field Cargo & Maintenance Facilities and related projects (Don Todd Associates, Inc., in Association with EPC Consultants Inc. and The Allen Group)   |
| No. 95-0118 | - North Field Cargo Facilities and related projects (MK & Associates, a Joint Venture of Morrison Knudsen Corp., AGS, Inc. and Luster  |



- |             |  |
|-------------|--|
|             | Construction Management)   |
| No. 95-0119 | - Pan Am and Delta Airlines Buildings renovations and related projects (Richard Sampson Associates, Inc.)  |
| No. 95-0120 | - Elevated Roadways, US-101 Ramps, I-380 to US-101 Connector and related projects (Holmes & Narver, Inc, In Association with Arcost/CPM Group Inc./F.E. Jordan Associates, Inc.) |
| No. 95-0121 | - Airport Light Rail System (PGH Wong Engineering, Inc. And Luster Construction Management, Prime Association Partner)   |
| No. 95-0122 | - Resource Consultant for as-needed services (Day & Zimmerman International, Inc.)   |
| No. 95-0123 | - Resource Consultant for as-needed services (Brown & Caldwell/Beyaz & Patel)  |

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction reminded the Commission that in January of this year the Commission approved the selection of the 13 firms listed. Ten of those firms are for project specific construction management as described in the package, one is for the coordinating construction manager and two will be assigned to whatever contracts that the Commission feels need management.

Mr. Bordegaray said that this item includes an allocation of funds for a period of nine to 12 months for the first portion of these contracts. There will be more at a later date. Staff elected to allocate a certain portion of the funds early not just to see how they perform but so that the allocation of future funds can be reserved for a future date.

Commissioner Strunsky said that no matter how good the staff is, they will have their work cut out for them. He hoped that we will look to these firms to keep this project on track in terms of money and time. The construction managers also need to be made aware of the operational problems the Airport faces.

Mr. Bordegaray explained that the construction managers will be an extension of our staff. They will be put to the task of performing on time and controlling the budget. Our project managers will administer the contracts and be responsible for all of the decisions to ensure that the construction management firms do the job that they are paid to do.

Mr. Turpen asked Mr. Bordegaray how many people are on his staff.

Mr. Bordegaray responded that he has 10 project managers.

Mr. Turpen explained that historically construction managers have been used as an



adjunct to staff.

Commissioner Quan noted that there is a mark-up for subconsultants and reimburseable expenses and asked why there was such a wide range.

Mr. Bordegaray explained that the range depends on the individual company and their process in marking up purchased items. Depending on the size of the company, some merely use an administrative cost.

Commissioner Quan asked Mr. Bordegaray if he felt that the range was within the industry practice.

Mr. Bordegaray responded that he does. A comparison was performed on other professional services contracts and other construction management contracts and it was found that all of our figures were within the ranges that we found in the industry.

2. Award of Professional Services Contract No. 5703  
Airport Light Rail System (ALRS) - Operating System

No. 95-0124

Resolution awarding Professional Services Contract 5703, Airport Light Rail System (ALRS) Operating System to Lea + Elliott, Inc. in the amount of \$3,331,000.00.

Mr. Bordegaray explained that the Commission previously approved this selection. This contract is for the design of the operating system portion of the Airport Light Rail System (ALRS), i.e., the electrification of the track, the guideway system itself, the vehicles, and all the controls. The overall system will be designed in a schematic way so that we can determine what the overall system consists of. The detailed designs and procurement contracts for the terminal complex can then be done.

As we move to the second and third phases, we can do the same level of design for those portions of the system.

Commissioner Strunsky asked if this process will define the basic type of ALRS that we will have, i.e., rubber tire or steel wheel.

Mr. Bordegaray responded that it will. Bid documents will then be developed. Once that bidding process has been completed, the specific type of vehicle can be determined as well as the characteristics for that vehicle. It is important to have that information up front to ensure that the guideway structure itself fits the system.





Commissioner Strunsky asked if this includes the design of the cars.

Mr. Bordegaray responded that it does.

Commissioner Brooks asked if staff was comfortable with Lea + Elliott and their background.

Mr. Bordegaray responded that we are. Extensive research was done on who the company should be and was presented during the selection process. We have worked with Lea + Elliott in the past and have been happy with their services.

Commissioner Strunsky asked if this design will also include the escalators and ramps that will get passengers to the ALRS.

Mr. Bordegaray responded that the stations will be built under separate contracts. We have separate design contracts for each station so the verticle transportation elements within those stations will be designed by someone else, although the information regarding the number of escalators and elevators required to bring passengers from the ALRS into the terminals will be determined by this work. That information will be provided to the designers of the stations.

Item Nos. 3 and 4 were called to together and adopted unanimously.

3. Award of Contract No. 3414R - Plot 7, 8 and 10 Abatement/Building Demolition

No. 95-0125

Resolution awarding Contract No. 3414R, Plots 7, 8 and 10, Abatement/Building Demolition to Iconco, Inc., in the amount of \$914,560.00.

Mr. Jackson Wong, Deputy Director for Facilities Operations and Maintenance explained that this contract is being awarded to Iconco, the second low bidder. The low bidder, A.R. Construction, was deemed unresponsive due to the fact that they did not have a hazard endorsement as part of their Class A license.

The work includes the removal of asbestos, PCBs and lead-based paint from the buildings and then the removal of the structure and the foundation.

Mr. Wong used color coded maps of the Airport to identify the areas and nature of contamination. He explained that Plots 7, 8 and 10 includes the area around Signature. The four buildings scheduled for demolition are the old Airborne building, the old Butler Aviation building, the old Qantas/Eastern Airline building and the old American Airlines building.



4. Award of Contract No. 3432R - Plot 50 (A & B) Abatement/Building Demolition

No. 95-0126

Resolution awarding Contract 3432R, Plot 50 (A & B) Abatement/Building Demolition, to Cleveland Wrecking Company, in the amount of \$238,336.00.

Mr. Wong explained that this contract deals with Plot 50 and involves an old storage shed which was part of the old Pan Am seaplane operation, as well as Building 1000, which was used to store emergency equipment.

Mr. Turpen added that the AirCal hangar on the North Field is also scheduled for demolition, as well as the hangar at the UAL Service Center.

Mr. Wong again used a color coded map of the Airport to describe the locations involved and the status of various projects.

Commissioner Strunsky noted that demolition contracts can vary widely, however Evans Brothers and Ferma have submitted substantially higher bids. He wondered if anyone spoke with them to determine if they saw something in this contract regarding hazardous removal that had gone unnoticed. He noted that soil remediation was not included in this contract.

Mr. Wong responded that remediation is a separate contract. He said that staff has spoken with some contractors.

Commissioner Strunsky asked Mr. Wong if he is satisfied that nothing was missed.

Mr. Wong explained that this is within our original engineer's estimate of about \$750,000.00. The estimate was increased by about \$200,000.00 when additional studies discovered asbestos.

Commissioner Mazzola asked for an explanation of preferences. He noted that some firms received a 5% preference, some received 10%, and others did not receive a preference.

Ms. Mara Rosales, Airports General Counsel explained that under the Minority/Women/Local Business Ordinance, if you are an economically disadvantaged business in San Francisco, and certified as such, and you're not a minority or a woman, you are entitled to 5%. Cleveland Wrecking Company, she assumed, is a San Francisco-based small business. A & R Construction, receiving 10%, would be a minority-owned or woman-owned San Francisco-based business.



Commissioner Quan noted that work is going to be committed to HRC certified firms and asked for an explanation.

Ms. Pansy Waller, HRC Contract Compliance Officer responded that the goals are established on a contract-by-contract basis and are for local firms, meaning they are certified as San Francisco firms.

Commissioner Quan explained that he just wanted to make sure that he understood the meaning of the term "certified" and that that same definition was being applied on this contract. He understood that registered firms are different from certified firms.

5. Renewal of Contract for Media Services to Promote Ground Transportation Services

No. 95-0127	Renew media services contract to promote Airport Ground Transportation Services with DuDell & Associates, Inc. for an additional year, effective June 18, 1995 thru June 17, 1996. Budget of \$350,000.00.
-------------	--

Mr. Turpen said that the renewal of this contract for an additional \$50,000.00 will allow for a more intensive media program for the summer months. DuDell works with Landside Operations.

Commissioner Brooks said that she had heard some of the radio announcements recently and thought they were very good spots.

Mr. Turpen said that we have typically concentrated this effort over the Christmas Holidays although staff has recommended that that effort be expanded to include the summer months.

6. Bid Call - Contract No. 5601 - Utility Tunnel and Utility Relocations, Phase I

No. 95-0128

Mr. Bordegaray explained that the Commission previously approved the selection of a design consultant to provide utility relocations. This first phase of the contract will relocate those utilities from the footprint of the new International Terminal. The tunnel itself and the relocation of the utilities in the balance of that area will occur in the second phase.

Commissioner Strunsky asked if there will be a decision made at this point to separate utilities for disaster purposes?



Mr. Bordegaray responded that we have done that on two levels. The level where we provide for the relocation is tied and coordinated with the utilities that are included in the International Terminal contract itself. Redundancy and relocation utilities have been provided for. Phase I culminates the location of those utilities.

Mr. Turpen added that we are also revisiting emergency generator relocations. Although they are tested frequently, those efforts have been redoubled. We have also done a lot of work on upgrading our drawings. However, we had a situation the other evening where we had two cables running together for 50 feet. Out of 2,200 acres, the one place the contractor was cutting was in that 50 feet.

F. **CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

Item Nos. 7 through 12 were adopted unanimously.

7. Award of Contract No. 3353 - Garage Basement Wall Repair

No. 95-0129	Resolution awarding Contract No. 3353, Garage Basement Wall Repair, to P&A Construction Company, in the amount of \$77,000.00.
-------------	--

8. Millbrae School District Noise Insulation Funding for FY 94/95 (\$138,199.35)

No. 95-0130	Resolution approving noise insulation funding for Spring Valley Middle School.
-------------	--

9. Contract with the Corporation of Fine Arts Museums, San Francisco for \$160,000.00

No. 95-0131	Resolution approving contract for \$160,000.00 with the Corporation of Fine Arts Museums, San Francisco (COFAM) to provide and implement temporary exhibitions at SFIA for the FY 95/96.
-------------	--

10. Retirement Resolution for Arthur Roth

No. 95-0132
-------------





11. Resolution Ratifying Personnel Actions

No. 95-0133

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

12. Consent to Assignment of national Car Rental Systems, Inc. Concession Agreement to NCR Acquisition Corp.

No. 94-0134

Commissioner Quan asked if this simply extends the agreement on a month-to-month basis.

Ms. Rosales responded that this is just an assignment.

\* \* \*

G. NEW BUSINESS:

Mr. Turpen told the Commission that this morning the Rules Committee will revisit the issue of an audit of the Airport's surplus. There has been an exchange of letters but he was not certain that the Committee has had the benefit of our response to a letter from Mr. Harvey Rose. He said that Mr. Rose's letter was accurate outside of Northern California, but unfortunately his position with respect to San Francisco International Airport is not accurate because the City contracted away the rights to which he refers in his memorandum. He believed that a recent success in Los Angeles in a similar situation has sparked the notion that we could have a similar success in San Francisco. He believed that the Commission has received his follow-up letter to Mr. Rose in which he clearly sets forth the issues.

He will report back to the Commission on the outcome of the meeting.

\* \* \*

H. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*



I. CLOSED SESSION:


The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54956.9(b)(1) to discuss potential litigation and Government Code Section 54957 to discuss personnel matters.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

J. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 9:37 AM in order to go into closed session.

  
Jean Caramatti  
Commission Secretary



# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

JUL 3 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

JUNE 6, 1995

9:00 A.M.



ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN

Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission  
June 6, 1995

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		3
B.		ROLL CALL:		
C.		ADOPTION OF MINUTES:		
		Regular meeting of May 16, 1995	95-0135	3
D.		ITEMS INITIATED BY COMMISSIONERS:		
		Airport Audit		3
		Funding for Design of first phase of BART		4
E.		POLICY:		
	1.	Airport Tenant Improvement Policy to Encourage MBE/WBE Participation	95-0136	4
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	2.	Award Professional Services Contract No. 5700 - A/E Airport Light Rail System (ALRS) - Guideway and Fixed Facilities	95-0137	5-6
	3.	Award Professional Services Contract No. 5900GS - Geotechnical Engineering Services for Airport Roadway Projects - GEI Consultants Inc., Roger Foott Division	95-0138	6-7
	4.	Award Professional Services Contract - Maintain & Provide a Database of Aircraft Operations	95-0139	7
	5.	Authorization for Proposals - CalTrain-SFO Shuttle	95-0140	8





6.	Airport Improvement Program Project Application	95-0141	8
7.	Artists' Concepts for New International Terminal and Boarding Areas "A" & "G"	93-0142	8-9
G.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
8.	Mod. of Professional Services Contract No. 2109 - Environmental Science Associates	95-0143	10
9.	Contract Mod. - Kenyon & Edelstein	95-0144	11
10.	Mod. to Contract No. 3263 - Parking Lot D, Water Main Improvement	95-0145	11
11.	Mod. No. 2 to Legal Services Agreement with Richard H. Jordan	95-0146	11
12.	Mod. No. 10 to Legal Services Agreement with Morrison & Foerster	95-0147	11-12
13.	Bid Call - Contract No. 5810 - TWA By-Pass	95-0148	12-13
14.	Retirement Resolution - Raymond J. Mason	95-0149	13
H.	PUBLIC HEARING:		
15.	Proposed Additions & Amendments to Airport Rules & Regulations		13
I.	NEW BUSINESS:		
J.	CORRESPONDENCE:		
K.	CLOSED SESSION:		
	Personnel		14
L.	ADJOURNMENT:		
			14



Minutes  
of the  
Airports Commission Meeting  
June 6, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:10 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan

Absent:	Hon. Larry Mazzola
---------	--------------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of May 16, 1995 were adopted by order of the Commission President.

No. 95-0135

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Jeanpierre asked the Director to contact Harvey Rose, Board of Supervisors Budget Analyst, to request that he appear before the Airports Commission to explain the nature of his audit, the process and exactly what type of communication and cooperation he will need from the Airport so that the Commission can have a better understanding of his research into the Airport. He said that Mr. Rose should also report to the Airports Commission on his progress and that the Commission be provided a copy of his final report before it is released to the press.

Commissioner Strunsky agreed with Commissioner Jeanpierre's recommendation.



Commissioner Strunsky announced that last week he was informed that the Airport is scheduled to receive funding from MTC and SamTrans to help with the design of the first phase of BART and coordinate it with the Airport's Master Plan. He suggested that the proper contacts be made to ensure that the cash flows in the appropriate manner. He explained that this will allow the design to continue in coordination with BART and our Master Plan and that we should be ready to bid the items as required around the first of the year.

Mr. Turpen asked Commissioner Strunsky if he should contact MTC.

Commissioner Strunsky said that he should.

Mr. Turpen said that he will contact MTC and inform the Commission as soon as the arrangements have been concluded. Mr. John Martin is prepared to accept the funds and Mr. Bordegaray has his staff on standby. Design will begin as soon as the funds are received.

Mr. Turpen said that he will let the Commission know when the funds have been received.

\* \* \*

Item No. 1 was adopted unanimously.

1. Airport Tenant Improvement Policy to Encourage MBE/WBE Participation

No. 95-0136

Resolution approving an Airport tenant improvement policy whereby Airport tenants are expected to use "best efforts" to contract with local minority and women businesses for tenant improvements.

Mr. Turpen explained that this item is in response to a suggestion made by Commission Quan to formalize what has historically been an informal process. He believed that this accurately captures the Commission's desires.

Commissioner Jeanpierre asked if the Commission had any comments.

Commissioner Quan thought it was fine.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 2 through 7 were adopted unanimously.



2. Award of Professional Services Contract No. 5700  
A/E Airport Light Rail System (ALRS) - Guideway and Fixed Facilities

No. 95-0137

Resolution awarding Professional Services Contract 5700, A/E Airport Light Rail System (ALRS) Guideway and Fixed Facilities, to Transit Guideway Consultants, a Joint Venture of Parsons, Brinckerhoff, Quade & Douglas, Inc./Manna Consultants, Inc./MG Engineering, Inc. (PB/MC/MGE) in the amount of \$10,563,000.00.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction said that last month the Commission awarded a professional services contract for the design of the systems portion of the Light Rail System which includes the design of the vehicles, the control system, the power supply, and the running gear. This is the first of a four phase program and includes the approval for the design of the guideway and the structure holding the guideway. It includes the terminal loop and the GTC rental car garage structure, as well as the interim maintenance facility adjacent to it.

Commissioner Strunsky asked for clarification of the wording "...the design for the fixed facilities for the entire ALRS system at the preliminary engineering level." He asked if that meant that this was the design that will produce the working drawings.

Mr. Bordegaray responded that we wanted to come up with a schematic design that will address what the system will look like if it were to be designed in total. This is for the construction documents drawings for the first phase. We will have the other portions of the system design so that we know how to size the entire system later.

Commissioner Strunsky said that the Commission is supposed to receive a budget update with some regularity and asked if one would be forthcoming.

Mr. Bordegaray responded that a report is due, but as staff was in the middle of revising a schedule program, the Director asked to put it off until the schedule was finalized so that the expenditures could be geared to the new schedule. We are close to having the new schedule adopted. Unless the Commission would like to see an interim report, the next update will be due in August, after the next quarter.

Commissioner Strunsky said that he was not as concerned about schedules as he was about making sure that we know where we are going dollar wise.

Mr. Turpen said that he would be happy to present that at the next meeting.

Commissioner Strunsky asked if this included the design of the stations.





Mr. Bordegaray responded that it will develop the basic information we will need to design the stations, but not the stations themselves. Those will come to the Commission under separate contracts.

Commissioner Brooks said that the 10% contingencies always bother her and asked what percentage of those fees are normally paid out.

Mr. Bordegaray responded that in the last program the average was about 5% or 6%. They rarely reach the 10% mark.

Mr. Turpen asked Mr. Jackson Wong what his average was.

Mr. Wong, Deputy Director, Facilities Operations and Maintenance, responded that it was 5% to 7%.

Commissioner Jeanpierre asked about the status of the work relative to the Light Rail System going to West of Bayshore.

Mr. Bordegaray responded that the system is being designed so that we can hook up a West of Bayshore link.

Mr. Turpen responded that we would be looking at going West of Bayshore from the location of the Hilton Hotel, parallel the CalTrain line and then back across by the United Maintenance Center.

3. Award of Professional Services Contract No. 5900GS - Geotechnical Engineering Services for Airport Roadway Projects - GEI Consultants, Inc., Roger Foott Division

No. 95-0138

Resolution approving budget and awarding Professional Services Contract No. 5900GS for Geotechnical Engineering Services for Airport Roadway Projects to GEI Consultants, Inc., Roger Foott Division in the amount of \$675,000.00.

Mr. Bordegaray explained that the Commission has seen this in the past with other projects. This geotechnical services contract will provide the geotechnical research needed in order to be able to design and build the upper level roadways in the International Terminal Complex and the ramps going out onto US-101.

This service is needed at the beginning of the design phase because it will determine the soil conditions and how to design the foundations and the structures.



Commissioner Strunsky asked how the Airport will interface with CalTrans on the ramps to US-101. How much will they do and how much will we do?

Mr. Bordegaray responded that in this case we will be doing all of the design work but we will be working with CalTrans through their review process. We will fund the entire project and issue and administer the contracts during the construction phase.

Commissioner Strunsky asked if there was a way to get CalTrans to participate in some of the costs.

Mr. Turpen responded that he did not know. CalTrans owes us money from an abandoned overpass that was supposed to go behind the Airport Hilton to the West of Bayshore. It was abandoned in 1981 because it would never have served our purposes. The Airport was supposed to receive a credit that would be applied to the future.

Mr. Turpen said that he would look into Commissioner Strunsky's suggestion.

Commissioner Quan assumed that the Airport would pay for the maintenance.

Mr. Turpen said that he was not sure. CalTrans currently maintains the area coming into the throat of the Airport, probably up to the West underpass. They currently have a right-of-way. There are questions of maintenance, legal ownership and possibilities for deferring some of the costs.

4. Award Professional Services Contract - Maintain & Provide Database of Aircraft Operations

No. 95-0139

Resolution awarding Professional Services Contract to Aviation Data Systems to provide and maintain a database of aircraft operations to and from SFIA to be used to monitor compliance with Noise Abatement Regulation, Resolution No. 88-0016 as amended. (\$78,000.00)

Commissioner Brooks asked about the term of the agreement.

Mr. Turpen responded that it is one year.

Commissioner Brooks noted that there was a typo in the first paragraph on page 4 of the agreement which said that the term was to August 31, 1995.



5. Authorization for Proposal - CalTrain-SFO Shuttle

No. 95-0140

Resolution authorizing issuance of a Request for Proposals for the CalTrain-SFO Shuttle operating between the Millbrae-CalTrain station and the Airport for the period beginning October 1, 1995; and, authorization to seek, accept and expend grant funds from the Bay Area Air Quality Management District (BAAQMD) for the off-Airport portion of the CalTrain-SFO Shuttle service.

Mr. Turpen said that this is a continuation of the shuttle that has been running. He said that ridership is up to 7,000 a month. Both the CalTrain and the BART shuttles are critical. Part of getting people out of private vehicles is education. If we can show that this is convenient, then how much more convenient will the next iteration of this be.

We are currently doing 19,000 on the BART/SFO shuttle. Ridership on both should continue to grow. We continue to advertise and emphasize the services.

6. Airport Improvement Program Project Application

No. 95-0141

Resolution authorizing the Director to apply for and accept A.I.P. Grant from the FAA for \$23.9-million.

7. Artists' Concepts for New International Terminal and Boarding Areas A and G

No. 95-0142

Resolution requesting Director to transmit Airports Commission's comments on artists' proposed concepts for the new International Terminal and Boarding Areas A and G to the Art Commission.

Mr. Turpen said that the Commission has had the opportunity to examine the proposals and the memorandum which outlines what he believes to be an appropriate course and is consistent with what he believes to be the Commission's philosophy in this matter. These concepts will return to the Commission in final design before fabrication.

Commissioner Strunsky asked if the "short musical segue" will be something like three chimes.

Mr. Turpen responded that it will. He was skeptical initially, but having experienced it in a number of places he sees the value as an attention getter, if done properly.



Commissioner Brooks didn't think that the translucent dome looked like anything.

Mr. Turpen said that he thought the concept is that it would be some type of relief but agreed that the model probably didn't do it justice.

Commissioner Brooks asked how high it would be.

Ms. Susan Pontious, Art Commission, responded that the dome is still in design and she will see a new version tomorrow. The arch in the ceiling will be between 18 inches to two feet.

She said that as these designs advance she will present them to the Commission.

Commissioner Strunsky said that he was troubled by the "camel" and asked if all of these were being reviewed by our architectural consultant.

Ms. Pontious said that the artists in each of the buildings are working very closely with the architectural teams in those buildings.

Commissioner Strunsky said that SOM was chosen for its expertise and worldwide reputation. He would hate to hear, after the terminal was built, that there was disagreement or that the architects did not like something. He asked that any disagreements be brought to the Commission's attention.

Ms. Pontious said that it has been wonderful to work with Skidmore and the other architects. They have been very supportive and have leant their skills and ability in helping the artists to resolve their particular missions.

Mr. Turpen said that the Commission will get one more chance to take a look at these concepts before they are finalized.

He said that having gone through this process once, we are light years ahead of the last time. The most difficult part of the construction of the existing International Terminal was the installation of the art work. It came to the point where we literally could not do parts of the building because the artwork was too big to get through the doors.

We have good joint committee representation in Bill Coblenz, Stan Mattison and Jason Yuen. They are all very aware of the Commission's philosophy.

Ms. Pontious added that as soon as she has the next version of the translucent ceiling dome she will bring it back to the Commission before it is finalized.

\* \* \*





G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 8 through 14 were adopted unanimously.

Commission Strunsky asked how similar items appear on Consent one time and the regular calendar another, specifically referring to the Morrison & Foerster contract modification.

Mr. Turpen said that those items are usually on Consent, but it doesn't mean that we are always consistent. With each calendar we guess at which items will be routine or non-controversial. The Commission may see an item on the regular calendar because of a protest, a concern, or we want to call it to your attention to make a point. We try to be consistent in our application.

Commissioner Jeanpierre asked if the dollar amount is considered.

Mr. Turpen responded that it depends. The Commission is familiar with Morrison and Foerster contracts. If this were the first or second time it would go on the regular calendar because it is something new. It's a call he makes for each meeting. The calendars were unwieldy before we had a Consent section. He would be happy to change the process if the Commission wished.

8. Modification of Professional Services Contract No. 2109  
Environmental Science Associates

No. 95-0143

Modification of Professional Services Contract 2109 with Environmental Science Associates for additional environmental analyses and studies on the Master Plan Program. Budget - \$290,000.00

Commissioner Brooks asked if this referred to the Garter Snake.

Mr. Turpen said that this involves further work with respect to the Master Plan EIR.

Commissioner Brooks noted that it refers to "... Airport's property located West of Bayshore." Page 6, Item 8 reads "species of concern, i.e. San Francisco Garter Snake and Red Legged Frog." She was concerned that last year it was \$300,000.00 for the Garter Snake and this year it's \$260,000.00 for the Red Legged Frog.

Mr. John Costas, Administrator, Bureau of Planning and Environmental Affairs explained that the primary purpose of this modification is to keep clear in the projects we implement. We have been successful with the FBO and Lot D garage. The calendars were unwieldy before we had a Consent section. While we don't go out there and investigate the snake, other people do. As the landowner, we must be responsive. He noted that BART's Alternative 6, which was not supposed to impact that property, may well do just that. We need to take a look at these things.



9. Contract Modification - Kenyon and Edelstein

No. 95-0144

Resolution approving a \$60,000. modification to the Kenyon and Edelstein contract for FY 1995/96 and extending the term of the contract to June 30, 1996.

Commissioner Brooks asked if Kenyon and Edelstein have proven to be helpful.

Mr. Turpen responded that we are 5-0. They have represented our interests extremely well in Sacramento on a number of pieces of legislation, going back to housing under the flight path.

10. Modification to Contract No. 3263 - Parking Lot D, Water Main Improvement

No. 95-0145

**Resolution approving Type II Modifications to Contract 3263, Parking Lot D, Water Main Improvement. Estimated cost \$18,000.00.**

Commissioner Brooks asked if this was just a leak or was it due to construction.

Mr. Wong responded that it was due to a leaking valve. As it is adjacent to the contractors workmen, we thought it was prudent to have the contractor repair it.

Commissioner Quan assumed that there was an original contract with a contingency amount. He asked what the contingency amount was.

Mr. Wong responded that the original contract amount was \$268,815.20, the contingency was \$15,000., or 6%. The additional \$18,000. brings it up to 13%.

11. Modification No. 2 to Legal Services Agreement with Richard H. Jordan to Extend Term of Contract for One Year thru June 30, 1996, and Increase Compensation by \$25,000.00

No. 95-0146

Resolution approving Mod. No. 2 to legal services agreement with the law firm of Richard H. Jordan to extend the term for one year, thru June 30, 1996, and increase compensation by \$25,000.

12. Modification No. 10 to Legal Services Agreement with Morrison & Foerster Relating to Airline Lease/Master Plan Contract to Increase Compensation in the Amount of \$500,000.00



No. 95-0147

Resolution approving Mod. No. 10 to Legal Services Agreement with the law firm of Morrison & Foerster relating to the Airline Lease/Master Plan Contract to increase compensation by \$500,000.00.

Commissioner Brooks asked if we will actually spend this kind of money and if the term is for one year.

Mr. Turpen said that the timing is open. Morrison and Foerster has been our primary legal counsel since about 1979 or 1980 with the Lease and Use Agreement. We have expended a lot of money training them and they are one of the premiere aviation lawfirms in the country now. We reap the benefit of that training and education. They represented us in the Lease and Use Agreement and the City has received about \$175-million since 1981. They represented us in the Master Plan and we did very well. They represented us in litigation with the airlines when they wanted to fragment the International Terminal concept and break it into mini International Terminals. They have handled major environmental issues for us, the 707 and the entire noise issue, which is a non-issue today in great measure because of their efforts.

Commissioner Jeanpierre asked if we had some way of qualifying whether we are getting a fair price.

Mr. Turpen responded that all of their bills are reviewed by the Airports General Counsel.

Commissioner Brooks asked if we were anticipating that we will need that much in attorneys fees in the next six months to one year.

Mr. Turpen said that there are no shortage of contestants and we would anticipate that there are a number of issues that are currently boiling up. We are trying to maintain a strategic perspective on the issues that the Commission will face as opposed to tactically reacting to them after the fact.

Mr. Turpen said that he would continue to recommend this approach. We abandoned this approach back in 1983 and the Commission paid a judgment of \$3-million.

13. Bid Call - Contract No. 5810 - TWA By-Pass Facility

No. 95-0148

Resolution approving the scope, budget and schedule for Contract 5810, TWA By-Pass Facility, and authorizing the Director to call for bids when ready. Cost Estimate: \$111,550



Commissioner Strunsky asked what this was.

Mr. Turpen explained that it is a common use cargo transfer facility.

Mr. Wong explained that this will make the facility accessible for disability access.

14. Retirement Resolution for Raymond J. Mason

No. 95-0149

Commissioner Jeanpierre asked if the Commission had time to move an item from the Consent Calendar back up to the regular calendar when they receive their packages.

Mr. Turpen said the Commission can instruct the Commission Secretary to move an item from Consent any time up to the beginning of the meeting, or during the meeting, for that matter.

Commissioner Quan thought the current process was fine. In the past Commissioners have simply asked that an item be moved from Consent.

\* \* \*

H. PUBLIC HEARING:

The public hearing was called to order at 9:48 AM and adjourned at 9:49, there being no requests from the public to speak.

15. Hearing on Proposed Additions and Amendments to the Airport's Rules and Regulations

Hearing on Proposed Amendments to Sections 1.4.6(C), 1.4.6(D), 1.4.6(E), 1.4.6(F), 1.4.6(G), 1.4.7(A)(9)(a), 1.4.7(A)(9)(b), 1.4.7(A)(9)(c), 1.4.7(A)(9)(d)(i), 1.4.7(A)(9)(d)(iii), 1.4.7(A)(9)(iv), 1.4.7(A)(9)(f), 1.4.7(B)(1)(b), 1.4.7(B)(2)(c), 1.4.7(D)(1)(d), and 1.4.7(D)(1)(e) of the Airport's Rules and Regulations, and the addition of Section 1.4.7(D)(9) to the Airport's Rules and Regulations.

Mr. Turpen said that this liberalizes the Rules and Regulations so that we can move some of our regularly scheduled transit operations to different places on the roadway should we need to.





\* \* \*

I. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

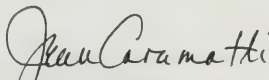
The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government Code Section 54957 to discuss personnel matters.

The Commission determined that it is not in the public interest to disclose the nature of the discussion.

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 9:50 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



F  
45  
2  
20/95

# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

June 20, 1995

9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN  
LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

DOCUMENTS DEPT.

AUG 10 1995

SAN FRANCISCO  
PUBLIC LIBRARY

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



**Index  
of the Minutes  
Airports Commission  
June 20, 1995**

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Regular meeting of June 6, 1995	95-0150	4
D.		SPECIAL ITEMS:		
	1.	William R. O'Brien Award for Employee Excellence - Robert Sheehan	95-0151	4-6
	2.	Retirement Resolution for Dr. Lawrence A. Smookler	95-0152	6-7
E.		DIRECTOR'S REPORTS:		
	3.	Status Report of Master Plan Projects		7, 16-18
	4.	Report on Airport Medical Clinic		7-8
F.		ITEMS INITIATED BY COMMISSIONERS:		8-9
G.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	5.	Award Contract 2377B - Runway 1R-19L Overlay and Reconstruction	95-0153	9-11
	6.	Award Contract 5802B - GTU/Security Checkpoint Relocations	95-0154	11
	7.	Award Professional Services Contract 5014 - Mass Transit Coordinating Consultant	95-0155	11-13



8.	Additions to Five-Year Capital Projects Plan	95-0156	13
9.	Master Plan Airline Liaison Office Agreement Modification	95-0157	13-14
10.	Modification to Insurance Broker Contract - Johnson & Higgins/ARISCO	95-0158	14-15
11.	Reject All Bids - Contract 3451 - Plots 4, 5 & 6, United Service Center Utility Relocation/ Abatement/Demolition/Road Construction	95-0159	15
12.	Reject All Bids - Contract 3476 - Solid Waste Management	95-0160	15-16
13.	Approve Lease Modifications to Place Boarding Area A Retail Concessionaires on Percentage Rent	95-0161	16

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

14.	Adoption of Proposed Additions & Amendments to Airport's Rules and Regulations	95-0162	18
15.	Award Contract 3372 - On-Call Pavement Overlay & Reconstruction 95A	95-0163	18
16.	Reject All Bids - Contract 2350 - Parking Lot D, Sanitary Facility and Exit Lane Improvements	95-0164	18-19
17.	Reimbursement to United Airlines for Repair to Common Sewage Pump Room in the International Terminal on Behalf of the Airport	95-0165	19
18.	Authorization to Bid - North Terminal Crab & Seafood Lease	95-0166	19
19.	Bid Call - Contract 3484 - Boarding Area "A" Abatement/Demolition	95-0167	19
20.	Authorization to Receive Bids - Public Lockers & Over-the-Counter Baggage Storage Lease	95-0168	19





21.	Authorization to Bid - North Terminal Candy Store Lease	95-0169	19-20
22.	Authorization to Conduct Pre-Bid - Business Service Center Lease	95-0170	20
23.	Travel/Training for FY 1995/96	95-0171	20
24.	Resolution Ratifying Personnel Actions	95-0172	20
I.	PUBLIC HEARING:		
25.	Hearing on FY 1995/96 Rates & Charges		20-21
J.	NEW BUSINESS: 21		
K.	CORRESPONDENCE: 21		
L.	CLOSED SESSION:		
	Personnel		21
M.	ADJOURNMENT: 21		



Minutes  
of the  
Airports Commission Meeting  
June 20, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President Hon. Marie K. Brooks, Vice President Hon. Roland A. Quan Hon. Larry Mazzola
----------	---

Absent:	Hon. Michael S. Strunsky
---------	--------------------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of June 6, 1995 were adopted by order of the Commission President.

No. 95-0150

\* \* \*

D. SPECIAL ITEMS:

Item Nos. 1 and 2 were adopted unanimously.

1. William R. O'Brien Award for Employee Excellence - Robert Sheehan

No. 95-0151

Mr. Lou Turpen, Airport Director said that this years nominee for the Bill O'Brien Award is Officer Robert Sheehan of the San Francisco International Airport Police Department.



He's been with the Department for over 14 years and has received over 20 commendations. He made 12 arrests in 1994 for grand theft and auto theft and burglary. Officer Sheehan has consistently received outstanding ratings on his performance appraisals. During his tenure he has been awarded the Carnegie Medal by the Andrew Carnegie Hero Fund, the San Francisco Police Department's Silver Medal of Valor and the Nick of Time Award by Mayor Feinstein.

Mr. Turpen said that Officer Sheehan has a long record of dedication and performance truly above and beyond the call of duty. He has known him in all of his tenure with San Francisco International Airport and it's his privilege to recommend him for receipt of this award this year and would ask your concurrence.

Commission Jeanpierre concurred and said that the Airport is blessed to have an individual of his talent. He thanked Officer Sheehan for all he has given to the Airport and wished him luck in the future.

Commissioner Quan asked if these employees receive anything other than just a commendation.

Mr. Turpen responded that they do not.

Commissioner Quan said that private companies give a gold watch and asked if anything prohibited the Airport from doing something similar.

Mr. Turpen said that he would take a look at it.

Mr. Turpen explained that this award was established a number of years ago for a former employee in our Engineering group. Bill O'Brien was an outstanding Airport engineer his entire career. His service embodied dedication and a commitment to excellence. He fought through a number of very adverse personal situations with respect to his health and continued to come back to serve this Airport for many, many years. As a result, this award was established in his memory to recognize individuals on an annual basis at SFO who have performed above and beyond the call of duty and who have made a significant commitment to the Airport and to their profession.

Mr. Turpen introduced Officer Sheehan. He said that he is a tremendous asset to San Francisco International Airport and to the Airport Police. It's one thing to do your job, it's another to set the standard for your job.

He said that he has known Officer Sheehan for a number of years and it is his pleasure to present him with an award which embodies a significant sacrifice and a tremendous commitment to our Airport.



Commissioner Quan asked Mr. Turpen to look into the possibility of offering a token of appreciation to outstanding Airport employees.

Mr. Turpen responded that he would look into it.

Officer Sheehan expressed his appreciation to the Commission and thanked them for the award. He also thanked Chief of Police Ron Driscoll and Lt. George O'Donolly.

Officer Sheehan said that he can't take the credit for all of this because whatever he does it is with the support of the other members of the Department. Without them he would have a hard time doing his job.

Commissioner Jeanpierre commended Officer Sheehan and thanked him for being associated with our Airport.

2. Retirement Resolution for Dr. Lawrence A. Smookler

No. 95-0152

Mr. Turpen said that Dr. Smookler started the Airport Medical Clinic back in 1972. He is the father of Airport medicine. Dr. Smookler is retiring in that capacity as of June 30. W

Mr. Turpen reminded the Commission that in its previous action the Commission prevailed upon Dr. Smookler to continue his association with the Airport for one year to assist us in bringing that responsibility into the Airport as part of the Airport organization.

Mr. Turpen said that the Medical Clinic will be operated by San Francisco General Hospital, in conjunction with UC San Francisco.

Dr. Smookler's expertise and his commitment exemplify the highest standards and have helped make San Francisco International Airport the special place that we think it is. We are delighted that this retirement resolution recognizes not so much the termination of a career but a change in career direction. His forty years of medical experience will be brought to bear in assisting him, the staff and the Airports Commission in this transition into an exciting prospect for both the Airport and San Francisco General Hospital.

Commissioner Jeanpierre noted that Dr. Smookler invented the first battery-powered medical vehicle used in transporting passengers in the Airport.

Mr. Turpen explained that those are the mini-ambulances. He could not begin to count the number of lives that were saved. Dr. Smookler delivered the first baby at San Francisco International Airport on a jet bridge. There have been many very special events





to which Dr. Smookler has been a witness and participant.

We are delighted that his significant skills will be available to us in the coming year.

Commissioner Jeanpierre commended Dr. Smookler and welcomed him back.

\* \* \*

E. DIRECTOR'S REPORTS:

Item No. 3 was put over to the end of the meeting.

3. Status Report on Master Plan Projects

Report on status of Master Plan Project  
Expenditures as of March 31, 1995, and in  
accordance with the updated Master Plan Schedule  
dated June 9, 1995.

4. Report on Airport Medical Clinic - Oral Report

Mr. Turpen explained that effective July 1, 1995, San Francisco General Hospital, under contract to the San Francisco Airports Commission, will be providing the medical services at the Airport. Not only will they provide the traditional medical services to the employee population and our daily equivalent population, but the passengers and other persons who use our Airport as well. We will continue to emphasize the emergency medicine aspect of our activities which have historically been widely recognized. Lastly, we will be getting into the area of occupational health, particularly as we are going to have almost 4,000 construction employees a day on the Airport in 1996 as we begin to gear up for the Master Plan.

These things have created a unique opportunity for San Francisco General, under the umbrella of the Airports Commission, and ably assisted by the University of California, San Francisco. This will give us tremendous core capability, but more importantly, a capability to reach out for resources as those resources are necessary.

Although July 7 is the official transfer ceremony, San Francisco General/UCSF will take responsibility for the medical activities on July 1.

\* \* \*

F. ITEMS INITIATED BY COMMISSIONERS:



There were no items initiated by Commissioners.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 5 was adopted as amended. Item Nos. 6 through 13 were adopted unanimously.

5. Award of Contract No. 2377B  
Runway 1R-19L Overlay and Reconstruction

No. 95-0153

Resolution awarding Contract No. 2377B, Runway 1R-19L Overlay and Reconstruction, to the lowest responsible, responsive bidder, Pavex Construction in the amount of \$12,084,320.00.

Mr. Jackson Wong, Deputy Director, Facilities Operations and Maintenance explained that the item as stated on the calendar has been changed and the contract will not be awarded at this time. He explained that this project is time sensitive and he is trying to expedite the process and the paperwork.

Protests have been received from Pavex, the apparent low bidder, and Oliver DeSilva, the second low bidder. For the most part the protests are Human Rights Commission issues and they are being evaluated at that level.

Mr. Wong said that in the interest of time, staff is requesting that the Commission vest in the Director the authority to award this contract once the Human Rights Commission has made its determination.

Commissioner Jeanpiere asked how many companies submitted bids for this project.

Mr. Wong responded that there were three bidders. He explained that there were three alternatives to this bid. The first involves a 30-day, 24-hour-a-day shutdown; the second involves a 25-day, 24-hour-a-day shutdown; and the third is a 20-day, 24-hour-a-day shutdown.

Each contractor was low on the different options.

Mr. Wong explained that we are trying to complete the job before the rainy season so the works needs to begin in early to mid August. Since the July 4 Commission meeting is being cancelled, it is crucial to award the contract between now and mid-July.



Mr. Turpen added that the airlines have agreed that this is a time-critical project is critical. August is a major concession for the airlines. There will be flight delays because one departure runway will be removed from service. However, the airlines are committed to do this. Staff believes it is necessary to complete this project before the rainy season begins. In previous years, when we have tried to hit that smaller window, which is after Labor Day and before the bad weather, we have been caught up in irregular weather cycles.

Commissioner Mazzola asked about the nature of the protests.

Ms. Pansy Waller, HRC Contract Compliance Officer responded that the Human Rights Commission is in the process of reviewing all of the affirmative action submittals. There are non-compliance issues which she is trying to resolve, as well as certification issues. One company has alleged that a minority company of being a front.

Ms. Waller has requested documentation and hopes to receive it this week. She will review it as soon as it is received.

Ms. Waller said that another protest focuses on the allegation that good faith effort was not made, that the goal was not met and that certain forms were not submitted. Yet another is that one of the listed firms is not certified to perform a particular scope of work.

Commissioner Mazzola asked if Pavex is a minority or woman owned company.

Ms. Waller responded that they are neither. She said that the goal for this contract was 22%. This project is Federally funded, therefore the DBE requirements apply. The Federal regulations are fairly stringent, requiring very careful analysis.

Commissioner Brooks assumed that we must comply if it is Federally funded and was concerned about consequences if we don't comply.

Ms. Waller said that she understands the time constraints involved, but she must analyze everything very carefully. She explained that protests create additional review.

Commissioner Jeanpierre asked how long it will take to complete the review.

Ms. Waller responded that once she receives the documentation she requested the review should be completed within a week.

Commissioner Quan assumed that this relates to the first two bidders.

Ms. Waller responded that she has reviewed HRC documentation on the third bidder, however, the remaining documents that are due within five days have not been received.



nor requested. At the moment she is working on Pavex and Oliver DeSilva.

Commissioner Quan assumed that one of the two will be selected.

Ms. Waller responded that that is not necessarily so. She is still trying to make sure that they will meet the goal. Until her investigation is completed, she cannot say whether one or the other will receive the bid. She explained that it is up to the HRC to determine eligibility; it is the responsibility of the Airports Commission award the contract.

Mr. Turpen said that historically the Commission has not acted without the Human Rights Commission's recommendation.

Commissioner Brooks understood that this resolution would give the Director the authority to make the decision in a timely fashion. She asked what would happen if none of the three were qualified.

Mr. Wong explained that the resolution stipulates that the Director could then reject all bids and re-bid the contract.

Commissioner Brooks asked if we could loose the funding.

Mr. Wong responded that we would not.

Commissioner Mazzola asked for an explanation of what the Commission is approving.

Mr. Turpen explained that HRC is still in its review process. If HRC determines that one of the bidders is acceptable, this resolution will authorize him to award the contract. If all three fail to obtain HRC approval, this resolution authorizes him to reject all bids and re-bid as quickly as possible.

Commissioner Mazzola said that he did not have a problem with giving the Director. He would have a problem, for example, in not knowing why the first bidder failed to qualify.

Mr. Turpen said that this authorization does not imply that he won't return to the Commission as it moves forward with an update. If, at any point in the process the Commission becomes uncomfortable, he is not concerned with placing it back on calendar.

Commissioner Mazzola wants to keep the playing field as level as we can.

Attorney for Oliver DeSilva asked if this resolution provides for any review of the HRC determination. He asked if HRC will make the determination as to the lowest responsible bidder to the Airport and the Director will then award the contract.





Mr. Turpen responded that that is correct. Historically, the Airports Commission has respected the final decision of the HRC.

6. Award of Contract No. 5802B  
GTU/Security Checkpoint Relocations

No. 95-0154

Resolution awarding Contract No. 5802B, GTU/Security Checkpoint Relocation, to the lowest responsible, responsive bidder, Marinship/Ghilotti Brothers Construction, a Joint Venture, in the amount of \$878,555.00.

Mr. Wong explained that this is additional work required as part of the Master Plan. This contract takes the exiting GTU facility out of the courtyard, next to the terminal areas, and moves them to the TWA parking area.

Mr. Wong said that in addition to the temporary GTU facility, we will be placing a guard at the check point at the Lowry gate.

Mr. Turpen asked if this will be used to access the International Terminal site on the south side.

Mr. Wong responded that it can be. We currently have some freight customers operating out of TWA and they will be moved from the south area.

7. Award of Professional Services Contract No. 5014  
Mass Transit Coordinating Consultant

No. 95-0155

Resolution awarding Mass Transit Coordinating Consultant contract to Geo/ Resource Consultant, Inc. of San Francisco. Consultant will serve as extension of staff, on an as-needed basis, to provide engineering and environmental analyses and to monitor and coordinate mass transit agencies (e.g. BART), plans and construction activities with Airport Master Plan projects. \$400,000.00.

Mr. Turpen said that mass transit will continue to be an issue and will not only include the question of BART and its ultimate service to San Francisco Airport, but the CalTrain issue



and others as well. He felt that assistance was needed to coordinate those issues and monitor those activities if plans, drawings or concepts are submitted. They will be washed through a consulting firm before they wound up on the desk of Airport staff. He felt that with the demands on our schedule, to be diverted into this realm would not be a productive application of staff time.

He suggested awarding this professional services contract to a firm that would be the funnel through which we would put all of these activities. The consultant will identify and highlight for the staff and the Commission those areas which are good and those which are in question so that they can be dealt with by exception.

Commissioner Brooks asked which division would supervise this contract.

Mr. Turpen responded that Gene Bordegaray has the contract but John Costas will do the initial coordination, along with Jason Yuen, to help direct their activities initially. As things become more concrete, they will work with Gene.

Mr. Turpen said that he has met with the consultant personally and he understands how the dynamics will work.

Commissioner Jeanpierre understood that this work will be so varied that hiring one or two people will not address the problem.

Mr. Turpen said that even though we have never had any mass transit on the Peninsula, it's a fast paced environment. Sometimes we have to throw a lot of resources at something in a short period of time to respond to suggestions, thoughts, questions to hit windows of opportunity. With Federal funding being more and more constrained, we anticipate that we might get a lot of quick turn-around proposals. We are capable of doing that but we don't want to redirect Project Managers onto something else. We want to maintain continuity.

Commissioner Quan assumed that this is an addendum to the 1995/96 budget.

Mr. John Martin, Deputy Director, Business and Finance responded that there is a \$5-million programmatic fund for the Planning section and we fund it under the operating budget of the Planning Office.

Commissioner Quan assumed that we were not adjusting the budget.

Mr. Martin agreed. In preparing the budget we anticipated that there would be contracts that would be awarded but had not been planned on at the time.

Mr. Turpen asked how long it had been since we have come to the Commission for a



budget adjustment.

Mr. Martin responded that the last one that we had was in the middle of the year for new positions.

Mr. Turpen said that budget supplementals will be highlighted if what we are bringing to the Commission is not part of either the capital budget or the operating budget.

8. Additions to Five-Year Capital Projects Plan

No. 95-0156

Resolution approving \$78,018,000.00 in additions to the Five-Year Capital Projects Plan.

Mr. Martin explained that this amount includes \$67-million in Master Plan project costs and one non-Master Plan project which is the Taxiway Q extension for \$11-million.

Commissioner Brooks asked about Contract 5700.

Mr. Martin explained that the Commission approved the award of the A&E contract at the last Commission meeting. Execution of the contract was contingent on the airlines approval of this project in the Five-Year Plan. He explained that funding is being requested from the airlines as we need it. When the airlines approve the funding, we then put the project before the Commission to add to the Five-Year Capital Projects Fund.

Mr. Turpen said that the Commission is aware that under the Capital Projects requirement for the Lease and Use Agreement we are obligated to consult with the airlines. If we come to an impasse, or if the Commission feels it's necessary to proceed, the airlines can initiate a unilateral 180 day moratorium on any project, after which time the Commission, in its descretion, can proceed. We have not had the need to implement the 180 day clock, nor have the airlines. Admittedly, there have been some strenous discussions with respect to some of these issues, but what is encouraging is that we have been able to do this without either side imposing that moratorium. We are making the progress we need to make. It is consensus building rather than setting parameters without regard to the airline input.

9. Master Plan Airline Liaison Office Agreement Modification

No. 95-0157

Resolution modifying the Master Plan Airline Liaison Office Agreement to extend it through the 1995/96 fiscal year at a not-to-



exceed budget of \$571,752.00.

Mr. Turpen said that the Airline Liaison Office (ALO) was conceived with a view that since we have 50 or 55 airlines at the Airport, it would be impossible for staff to coordinate with all of them on a project of this magnitude. The ALO was created in response to a request by the airlines to have people on site on a day to day basis to work with the Airport and facilitate communication. It is helpful to us in that we communicate with the ALO and the ALO communicates with all the airlines. If the airlines have concerns, those concerns are transmitted through the ALO.

This system has been very effective.

Commissioner Jeanpierre asked who the ALO works with at the airport.

Mr. Turpen responded that the ALO works through Gene Bordegaray and his project managers on the technical side, and John Martin on the financial side.

10. Modification to Insurance Broker Contract  
Johnson & Higgins/ARISCO

No. 95-0158

Resolution approving modification to  
Insurance Broker Contract with Johnson &  
Higgins/ARISCO for M/W/SBE Bond  
Program costs. \$456,403.00.

Mr. Martin said that he had previously reported to the Commission that the Surety Bond Program officially kicked off on April 1st when a training class was held.

To date, six bonds have been secured under this program. We have another training class scheduled for July.

Mr. Martin said that he has received very positive feedback on the program thus far. There have been a lot of comments from M/WBE organizations that this is a model for other agencies to follow.

Mr. Martin said that he has found thus far that one of the primary reasons that contractors are unable to obtain a bond is not the risk factor, but that they lack adequate financial statements.

He said that the program will assist contractors in this regard. The contractors will put up the first \$500.00 and the Airport will pay up to an additional \$2,000.00 to cover the cost of the compilation of financial data.





Commissioner Jeanpierre said that it sounded like a great idea and he was glad that the program was working.

11. Reject All Bids - Contract No. 3451

Plots 4, 5 & 6, United Service Center Utility Relocation/Abatement/Demolition/Road Construction

No. 95-0159

Resolution rejecting all bids and authorizing the Director of Airports to call for rebid of Contract 3451.

Mr. Wong said that bids were received on May 31. In the interim staff received a request from the tenant, United Air Lines, to delay taking down their service center until December 1.

Commissioner Quan asked if this contract involves the piles.

Mr. Turpen responded that it does.

Mr. Turpen said that we will need to deal with the piles at some point but we have managed to buy a couple of months.

Mr. Wong said that when this contract is re-bid, work will be added to the scope in order to keep up with the schedule.

12. Bid Call - Contract No. 3476

Solid Waste Management

No. 95-0160

Resolution approving the scope, budget and schedule for Contract No. 3476 and authorizing the Director of Airports to call for bids when ready.

Mr. Wong explained that we are currently on a month-to-month agreement. We would like to formalize the relationship into a two year contract.

Commissioner Quan asked if we receive rebates for recycling or is it built into the fee.

Mr. Wong responded that the contract will contain a recycling clause and it will be built into the fee.



Mr. Turpen explained that there was some history on this particular issue and a lot of confusion so the Airport decided, with the Purchaser's concurrence, to handle the bidding.

13. Approval of Lease Modifications to Place Boarding Area "A" Retail Concessionaires on Percentage Rent

No. 95-0161

Resolution approving Lease Modifications to the Boarding Area "A" retail concession leases (Marilla Chocolate Company and Charnel Company, Inc.) due to the Master Plan Construction Program. Modifications will place concessionaires on percentage rents and eliminate minimum annual guarantees.

Mr. Martin explained that three gates closed on Boarding Area A, where USAir ceased its LA shuttle service. We expect another three or four gates to close in late 1995 due to the Master Plan. No other airlines have been willing to take the gates that USAir has vacated because they are available for such a short period of time. As a result of USAir's decision to drop its shuttle flights, traffic is down 31%. This has been devastating to the concessions in that area.

Consistent with past Commission practice, when concession tenants are impacted by construction programs, Commission approval is requested to move the tenants to a percentage rent basis and eliminate the minimum annual guarantee. This action will be retroactive to the November 15 date that USAir vacated those three gates.

Mr. Turpen asked what would happen if another airline decided to occupy those gates.

Mr. Martin responded that the issue would be revisited.

\* \* \*

At this point the Commission returned to Item No. 3.

3. Status Report of Master Plan Projects

Report on the status of Master Plan Project Expenditures as of March 31, 1995, and in accordance with the updated Master Plan Schedule dated June 9, 1995.



Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction explained that report before the Commission encompasses the quarter ending March 31, 1995. The report would have been presented in May, however the program schedule was in the midst of a revision and he wanted it to reflect the new schedule.

The financial figures are for the quarter, but included in the chart is the new schedule which requires completion of the International Terminal by May 5, 1999.

The next report will be presented in August.

Mr. Bordegaray explained that the blue line on the chart shows completion in the year 2000. However, on May 5, 1999 the International Terminal and Boarding Area G will become operational. Six months following that, the west side of Boarding Area A will open up after the rental cars are relocated into the Ground Transportation Rental Car Building. The existing Boarding Area A will then be demolished, the apron will be completed and the balance of the building will become operational.

We are trying to accelerate the schedule for the rental car companies operating in the rental car buildings so that we can open a portion of Boarding Area A at the same time that we open Boarding Area G and A on May 5, 1999.

Mr. Bordegaray called the Commission's attention to the black line which indicated that our expenditures are consistent with our progress and that we are on schedule as far as the expenditure of funds versus the scheduled contracts.

Mr. Turpen asked if we were still projecting December for bid on contracts for the International Terminal.

Mr. Bordegaray responded that the area will be bid earlier in order to clean up the soils. The foundations contract will be bid in November. The main building contract will be bid in December.

Commissioner Quan asked about the item listed as "Improvements to Surface Roads" and said that it was budgeted at \$52-million but under "approved" it indicates \$0.

Mr. Bordegaray explained that the approved amount would be the amount we approved as of March 31 for consultants. Facilities, Operations and Maintenance (FOM) has been doing some of the roadway improvements. The bulk of those surface roads will be done by FOM. While FOM is tapping into those funds, that will not show up until the next report.

\* \* \*



H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 14 through 26 were adopted unanimously. Item No. 16 was removed from the Consent calendar and adopted unanimously.

14. Adoption of Proposed Additions and Amendments to the Airport's Rules and Regulations

No. 95-0162

Resolution approving proposed amendments to Sections 1.4.6(C), 1.4.6(D), 1.4.6(E), 1.4.6(F), 1.4.6(G), 1.4.7(A)(9)(a), 1.4.7(A)(9)(b), 1.4.7(A)(9)(c), 1.4.7(A)(9)(d)(i), 1.4.7(A)(9)(d)(iii), 1.4.7(A)(9)(iv), 1.4.7(A)(9)(f), 1.4.7(B)(1)(b), 1.4.7(B)(2)(c), 1.4.7(D)(1)(d) and 1.4.7(D)(1)(e) of the Airport's Rules and Regulations, and the addition of Section 1.4.7(D)(9) to the Airport's Rules and Regulations.

15. Award of Contract No. 3372  
On-Call Pavement Overlay & Reconstruction 95A

No. 95-0163

Resolution to award Contract No. 3372 to the lowest responsible, responsive bidder, Marinship/Ghilotti Brothers Construction, Inc., a Joint Venture, in the amount of \$397,800.00.

16. Reject All Bids - Contract No. 2350  
Parking Lot D, Sanitary Facility and Exit Lane Improvements

No. 95-0164

Resolution rejecting all bids for Contract No. 2350 and authorizing the Director of Airports to rebid Contract No. 2350.

Commissioner Brooks asked why this is being rejected.

Mr. Wong explained that the bids came in far above the budget of \$391,000.00. The low bid was \$458,000.00. This project will include an office, bathroom, and a secured room for accounting at Lot D.





Mr. Wong said that he has instructed his designers to reduce their requirements.

17. Reimbursement to United Airlines for Repair to Common Sewage Pump Room in the International Terminal on Behalf of the Airport

No. 95-0165

Resolution approving reimbursement to United Airlines in the amount of \$13,000 for repair to common sewage pump room in the International Terminal on behalf of the Airport.

18. Authorization to Bid  
North Terminal Crab and Seafood Lease

No. 95-0166

Resolution approving the Lease specifications and authorizing staff to receive bids for the North Terminal Crab and Seafood Lease.

19. Bid Call - Contract 3484  
Boarding Area "A" Abatement/Demolition

No. 95-0167

Resolution approving the final plans and specifications for Contract No. 3484 and authorizing the Director of Airports to call for bids when ready.

20. Authorization to Receive Bids  
Public Lockers and Over-the-Counter Baggage Storage Lease

No. 95-0168

Resolution approving the lease specifications and authorizing staff to receive bids for the lease for Public Lockers and Over-the-Counter Baggage Storage.

21. Authorization to Bid  
North Terminal Candy Store Lease



No. 95-0169

Resolution approving Lease specifications and authorizing staff to accept bids for the North Terminal Candy Store Lease.

22. Authorization to Conduct Pre-Bid - Business Service Center Lease

No. 95-0170

Resolution approving lease specifications and authorization to conduct pre-bid conference for the Business Service Center lease.

23. Travel/Training for FY 1995/96

No. 95-0171

24. Resolution Ratifying Personnel Actions

No. 95-0172

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

I. PUBLIC HEARING:

The public hearing was convened at 9:55AM and adjourned at 9:57AM, there being no requests from the public to speak.

25. Hearing on FY 1995/96 Rates and Charges

Hearing concerning the proposed terminal rental rates, landing fees, aircraft parking fees, in-transit lounge fees, jet bridge fees, and sewage/wastewater treatment fees for FY 1995/96.

Commissioner Quan asked for an explanation of the in-transit lounge fee.

Mr. Martin explained that the in-transit lounge is an area where passengers who are



transferring from one international flight to another international flight wait.

Mr. Turpen said that in effect, those passengers are not in the United States while they wait in this room.

\* \* \*

J. NEW BUSINESS:

No new business was introduced.

\* \* \*

K. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

L. CLOSED SESSION:

The Airports Commission will go into go closed session in accordance with Government Code Section 54957 to discuss personnel matters.

The Commission determined that it is not in the public interest to disclose the nature of the discussion.

\* \* \*

M. ADJOURNMENT:

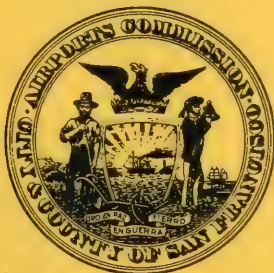
There being no further calendared business before the Commission, the meeting adjourned at 9:58 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



F  
45  
2  
6195  
0201

# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

JULY 6, 1995  
SPECIAL MEETING  
9:00 A.M.

DOCUMENTS UNIT

SEP 06 1995

SAN FRANCISCO  
PUBLIC LIBRARY

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128





Index  
of the Minutes  
Airports Commission  
July 6, 1995  
Special Meeting

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		
		Anticipated Litigation - Federally funded Contracts; Personnel		2
D.		DIRECTOR'S REPORTS:		
	1.	Status of BART Extension to SFO		2-6
	2.	Discussion of Current Proposed BART Aerial Wye Alternative		2-6
	3.	Discussion of BART Alternative VI		2-6
E.		ITEMS INITIATED BY COMMISSIONERS:		6
F.		NEW BUSINESS:		6
G.		CORRESPONDENCE:		6
H.		ADJOURNMENT:		6



Minutes  
Airports Commission  
Special Meeting of July 6, 1995

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:00 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strusky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. CLOSED SESSION:

The Airports Commission will go into closed session to confer with Legal Counsel in accordance with Government code Section 54956.9(b)(1) to discuss anticipated litigation involving Airport Federally funded contracts in light of Adarand Constructors, Inc. V Pena; and Government Code Section 54957 to discuss personnel matters (Director).

The Commission recessed at 9:01 AM to go into closed session and reconvened its meeting at 9:59 AM.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

D. DIRECTOR'S REPORTS:

Item Nos. 1, 2 and 3 were discussed at the same time.

1. Status of BART Extension to SFO
2. Alternative Discussion of Current Proposed BART Aerial Wye



3. Discussion of BART Alternative VI

Mr. Turpen said that the Commission is aware that Alternative VI will extend BART to a station beneath and in front of the new International Terminal and continue south to Millbrae. Consistent with the Commission's instruction, the design of the International Terminal has provided for an obstruction-free trace to allow for future BART access through that location. In order to preserve that trace, the Airport will incur certain design and construction costs. Those costs have been outlined for the Commission. The costs are preliminary and subject to final review in the next 30-days.

One of the decisions the Commission must make prior to the July 18 meeting, is our continued commitment to the trace in Alternative VI to ensure an obstruction-free area for any future BART extension, regardless of when occur.

There has been some question about Federal funding participation. Prior to the July 18 meeting, the Commission must also decide whether it wants to maintain future opportunities, regardless of when funding is available and what costs are attendant to it that would require reimbursement from BART.

In the interim, BART has suggested an aerial alignment to replace the underground alignment. He advised the Commission not to make a decision on the underground alignment today because staff has not had an opportunity to look at the aerial proposal. If the aerial alignment is selected, a trace will not be necessary. If the aerial alignment does not prove to be promising, the Commission may want to preserve the underground option.

Mr. Jason Yuen, consulting architect for the Airports Commission briefed the Commission on the aerial alternative. He said that he has not had an opportunity to analyze this latest proposal. BART is suggesting that trains will cross the freeway, pass the Ground Transportation Center (GTC) and go through the International Terminal. Mr. Yuen used a map of the Airport to indicate the path BART would take. This alignment would place a station in the terminal.

Mr. Turpen said that his understanding is that BART would cross over the freeway from San Bruno, travel over the north GTC, through the International Terminal to a point beyond the International Terminal, over the roadways in front of the North Terminal and then back out.

Commissioner Jeanpierre asked how significant the impact will be on our design.

Mr. Turpen responded that staff has not had the opportunity to review that yet but should have some idea by the July 18 meeting.



Mr. Turpen said that it is our intention to bid the International Terminal on or about December 1. This new proposal from BART cannot be responded quickly. He suggested that Jason Yuen be the point of contact with BART. He will be provided the necessary resources, independent of our on-going efforts, so that we can move forward with the Master Plan in a timely fashion yet continue to be responsive BART's timeline for an answer on the aerial alternative.

Commissioner Strunsky asked if the December 1 bid would include the entire project. There had previously been a discussion regarding separating out the footings and foundations and bidding them earlier.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction responded that we are bidding in packages. The first package will come before the Commission at the next meeting and will authorize staff to go to bid on the piles and foundations for the International Terminal. We plan to go to bid sometime in August and anticipate award in November.

Commissioner Jeanpierre asked about the status of the funds the Airport will receive from BART for A&E work.

Mr. Turpen responded that in order to maintain an obstruction free trace for Alternative VI we must expend approximately \$2-million in design fees. Those funds will be due by August 1. The remainder of the \$14-million will be due by December 1. These are preliminary numbers and they are different from the numbers previously presented to BART...\$6-million for design and \$88-million. The difference being that we are leaving an obstruction-free trace as opposed to providing any structural elements. This is pared down to the absolute minimum contribution that we could ask of BART and still keep that option fully open.

Commissioner Jeanpierre asked if BART was on board with this.

Mr. Turpen responded that he did not know. We spoke with BART about the \$6-million. It was his understanding that preparation was made to transfer that money prior to August 1. He said that he was somewhat optimistic that \$2-million instead of \$6-million would be a more palatable contribution to keeping this option open.

Commissioner Strunsky proposed that the Commission instruct Mr. Turpen to proceed with an analysis on the merits/demerits of the overhead alignment for presentation at the July 18 Commission meeting. He said that whichever system is selected, a decision must be made soon.

Mr. Turpen said that in the interest of the Master Plan Program we need to respond fairly quickly on the potential implications. We have such a constrained





space that we must define an alternative and commit to it.

Mr. Sherman Lewis had requested permission to address the Commission but had to leave the meeting before he was called to speak.

Mr. Gerhard Stohl, attorney, said that he has been interested in transportation for some time and is particularly interested in BART to the Airport.

Mr. Stohl said that he was in Zurich recently and at that airport passengers can board a train that enters the airport two levels underground. That train will take passengers anywhere they want to go in Switzerland.

Mr. Stohl said that Alternative VI is very much like the Zurich system. Although it is a very good plan, he has since had the opportunity to look at the aerial plan and believes that it is much better. This plan will give SFO the best rail transit connection in the world. He did not know of any major airport where trains go right up to the ticket counter.

The aerial plan will bring passengers to within 300-500 feet of the ticket counters in the International Terminal; another 100 feet and the passenger will be at United.

Passengers will take their luggage down an escalator to a waiting train. Further, they will not have to wait on a drafty platform.

Mr. Stohl believed that this alternative is ideal for passengers going to the other terminals because it is the only plan that provides cross-platform transfer. It is also ideal for United employees because there will be two BART trains ... a San Francisco branch, and eventually a San Jose branch. At this point it is a shuttle branch where the BART train moves one branch down to Millbrae to a cross-platform transfer from CalTrain. Non-Airport users or commuters will no longer have to go through the Airport because there will be a direct connection.

Mr. Stohl said that the aerial alternative should save a lot of money because structural elements will be shared. He assumed that this alternative would cause some delays but urged the Commission to look take a serious look at it.

Mr. Dan Richards, Vice President, BART Board said that the BART staff is committed to working cooperatively with the Airport staff. He appreciated Mr. Turpen looking seriously at this design option. The BART Board has not made up their minds about this alternative, but it is something that should be considered.

Mr. Richards, in response to Commissioner Jeanpierre's question about BART's willingness to pay for some of the design, said that it was his understanding that



the \$6-million to which Mr. Turpen referred has been agreed upon between BART, MTC and the Airport.

Commissioner Jeanpierre thanked Mr. Richards for taking the time to attend this meeting and said that the Airport is looking forward to working with him. BART will receive nothing but cooperation from the Airport.

Mr. Nate Ragner said that he has been involved with BART behind the scenes since its inception. Every time an EIR is done delays of four or five years could occur. He was concerned that if the aerial alternative was selected the project could be delayed another three to five years.

Mr. Ragner said that plans have been designed for a tunnel alternative. The new technology in tunnel construction saves millions of dollars. He hoped that the tunnel alternative would be reconsidered.

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

F. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

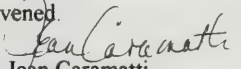
G. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

H. ADJOURNMENT:

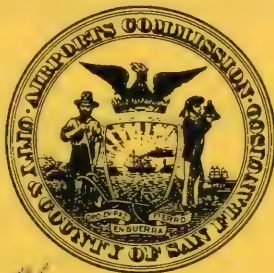
There being no further calendared business before the Commission, the meeting adjourned at 10:20 AM and the closed session was reconvened.

  
Jean Caramatti  
Commission Secretary



CF  
A45  
#2

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

SEP 06 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

JULY 25, 1995

SPECIAL MEETING

9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



**Minutes  
of the  
Airports Commission  
Special Meeting of July 25, 1995**

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A complete court reporter's transcript is available upon request.				
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Regular meeting of June 20, 1995	95-0174	4
D.		SPECIAL ITEM:		
	1.	Determination of BART Location on SFIA Property	95-0175	4
E.		ITEMS INITIATED BY COMMISSIONERS:		
	2.	Briefing by Board of Supervisor's Budget Analyst on the Audit of the Airport		5
F.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	3.	Bid Call - Contract 5500A - International Terminal Site & Foundations	95-0176	5
	4.	Reimbursement to United Airlines	95-0177	5
	5.	Award Contract 1106 - McDonnell Road Widening - JMB Construction/Granite Rock	95-0178	5-6
	6.	Award Contract 3451R - Plots 4, 5 & 6, United Service Center - Cleveland Wrecking	95-0179	6
	7.	Award Professional Services Contract 5512 Design & Construction Administration Services for Improvements to Aircraft Fueling Systems - P & D Consultants, Inc.	95-0180	6





8.	Award Professional Services Contract 5950 - Design of Improvements to Central Plant Project - Ajmani & Pamidi, Inc.	95-0181	6
9.	Selection of Design Consultants for Airport Light Rail System Stations Projects	95-0182	7
10.	Modification to Co-Bond Counsel Contract	95-0183	7
11.	Modification to Bond Feasibility Consultant Contract	95-0184	7
12.	Creation of Twenty-six (26) Project Funded Positions, \$1,700,000.00 Annually	95-0185	7
G.	ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
13.	Certification of Eligible Bidders & Authorization to Accept Bids - Airport Public Automobile Parking Facilities Operating Agreement	95-0186	7
H.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
14.	Award Contract 3392R - Airport Business & Finance Office HVAC System Improvement	95-0187	8
15.	Bid Call - Contract 3190 - Airport Fuel Systems Maintenance & Repairs - 1995-96	95-0188	8
16.	Reject Bids - Contract 3069D - Garage Waterproofing Repair - Phase II	95-0189	8
17.	Supplemental Appropriation of Airport Narcotics Forfeiture Fund - \$801,000.00	95-0190	8
18.	Terminating Month-to-Month Holdover - Signature Flight Suppoer-San Francisco, Inc.	95-0191	8
19.	Reimburse Philippine Airlines - Improvements to TWA Hangar on Behalf of the Airport	95-0192	9



20.	Host Lease No. 75-0112 - Approve Sublease to Airport	95-0193	9
21.	Adoption of FY 1995/96 Rates & Charges	95-0194	9
22.	Retirement Resolution - Charles Greenlaw	95-0195	9
23.	Resolution Ratifying Personnel Actions	95-0196	9
I.	NEW BUSINESS:		9
J.	CORRESPONDENCE:		10
K.	CLOSED SESSION:		
	Court Costs/Millbrae v Airport Anticipated Litigation		10
L.	ADJOURNMENT:		10



Minutes  
Airports Commission Meeting  
Special Meeting of July 25, 1995

A complete court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:05 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Larry Mazzola

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of June 20, 1995 were adopted by order of the Commission President.

No. 95-0174

\* \* \*

D. SPECIAL ITEM:

Item No. 1 was held for discussion at 10:00 AM.

Option X was adopted unanimously.

1. Determination of BART's Location on SFIA Property

No. 95-0175

\* \* \*



E. ITEMS INITIATED BY COMMISSIONERS:

2. Briefing by Board of Supervisor's Budget Analyst on the Audit of the Airport

\* \* \*

F. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 3 through 12 were adopted unanimously.

3. Bid Call - Contract No. 5500A - International Terminal Site and Foundations

No. 95-0176

Resolution approving scope, budget and schedule for Contract 5500A, International Terminal Site and Foundations and authorizing Director to call for bids when ready.

This activity is within the scope of the SFIA Master Plan Program, which was approved by the Airports Commission on November 3, 1992. The Program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

4. Reimbursement to United Air Lines, Inc.

No. 95-0177

Resolution approves one time reimbursement to United Air Lines for a maximum of \$582,000. for developing of a Group Check-in Facility in the International Terminal.

5. Award Contract 1106 - McDonnell Road Widening - JMB Construction Co./Granite Rock Co.

No. 95-0178

Resolution awards Contract 1106, McDonnell Road Widening from San Bruno Avenue to UAL Cargo Building, to lowest responsible bidder, JMB Construction Co./Granite Rock Co., a Joint Venture, in the amount of \$2,103,526.00.





This activity is within the scope of the SFIA Master Plan Program which was approved by the Airports Commission on November 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

6. Award Contract 3451R - Plots 4, 5 & 6, United Service Center - Cleveland Wrecking  
No. 95-0179                      Resolution awarding Contract 3451R, Plots 4, 5 & 6, United Service Center, Detour/ Construction/Abatement/Demolition & Plot 50 Soil Remediation to lowest responsible, responsive bidder - Cleveland Wrecking Co in the amount of \$6,257,523.16.
  
7. Award Professional Services Contract 55012 - Design & Construction Administration Services - Improvements to Aircraft Fueling Systems - P & D Consultants, Inc.  
No. 95-0180                      Resolution approving budget and awarding professional services contract to P & D Consultants, Inc for Design and Construction Administration Services for Improvements to Aircraft Fueling Systems related to construction of the International Terminal Complex, in the amount of \$2,200,000.00
  
8. Award of Professional Services Contract No. 5950 - Design of Improvements to Central Plant Project - Ajmani & Pamidi, Inc.  
No. 95-0181                      Resolution approving budget and awarding a Professional Services Contract 5950 to Ajmani & Pamidi, Inc. for Design of the Improvements to Central Plant Project, in the amount of \$673,200.00.
  
9. Selection of Design Consultants for Airport Light Rail System Stations Projects



No. 95-0182

Resolution approving Architects and Engineers Selection Panel's nomination of design consultants for the Airport Light Rail System Stations projects.

10. Modification to Co-Bond Counsel Contract

No. 95-0183

Resolution authorizing modification of Co-Bond Counsel Contract with Orrick Herrington & Sutcliffe and Pamela S. Jue to increase compensation payable by \$597,000.

11. Modification to Bond Feasibility Consultant Contract

No. 95-0184

Resolution authorizing modification to Bond Feasibility Consultant Contract with John F. Brown Co. to provide funding in the amount of \$545,000 for FY 1995/96 & FY 1996/97.

12. Creation of Twenty-six (26) Project Funded Positions, \$1,700,000.00 Annually

No. 95-0185

Request to authorize Director of Airports to create twenty-six (26) project funded positions related to the Master Plan.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 13 was adopted unanimously.

13. Airport Public Automobile Parking Facilities Operating Agreement Certification of Eligible Bidders and Authorization to Accept Bids

No. 95-0186

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:



Item Nos. 14 through 23 were adopted unanimously.

14. Award Contract 3392R - Airport Business and Finance Office HVAC System Improvement

No. 95-0187

Resolution awarding Contract 3392, Airport Business and Finance, HVAC System Improvement to Hopkins Heating & Cooling, Inc., in the amount of \$87,440.00.

15. Bid Call - Contract 3190 - Airport Fuel Systems Maintenance and Repairs - 1995-96

No. 95-0188

Resolution approving the scope, budget and schedule for Contract 3190, and authorizing the Director to call for bids when ready.

16. Rejection of Bids - Contract 3069D - Garage Waterproofing Repair - Phase II

No. 95-0189

Resolution rejecting all bids for Contract 3069D Garage Waterproofing Repair - Phase II Coating, and authorizing Director to re-bid contract. Estimated Amount: \$750,000.

17. Supplemental Appropriation of the Airport Narcotics Forfeiture Fund - \$801,000.00

No. 95-0190

Resolution requests Mayor recommendation to the Board of Supervisors a supplemental appropriation of the Airport Narcotics Forfeiture Fund.

18. Terminate Month-to-Month Holdover - Signature Flight Support-San Francisco, Inc.

No. 95-0191

Resolution terminates month-to-month hold-over of Lease No. PUC. 66-0948 for North Half of Plot 7, between the City & Signature Flight Support-San Francisco, Inc. effective January 2, 1996.



19. Reimburse Philippine Airlines for Improvements to TWA Hangar on Behalf of Airport

No. 95-0192

Resolution approving reimbursement to Philippine Airlines for improvements to the TWA Hangar on behalf of the Airport in an amount not-to-exceed \$13,500.00.

20. Host International, Inc. Lease No. 75-0112 - Approve Sublease to Airport

No. 95-0193

Resolution approving sublease of office space to Airport from Host International, Inc. under Lease No. 75-0112.

21. Adoption of FY 1995/96 Rates and Charges

No. 95-0194

Resolution establishing landing fee rates, minimum landing fees, commercial aircraft outdoor storage rates, terminal rental rates, in-transit lounge fees, jet bridge fees, sewage/wastewater treatment fees, and requesting supplemental appropriation.

22. Retirement Resolution - Charles Greenlaw

No. 95-0195

23. Resolution Ratifying Personnel Actions

No. 95-0196

Resolution, in accordance with the requirements of S.F. City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director.

\* \* \*

I. NEW BUSINESS:

There was no discussion by the Commission.





\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to discuss possible waiver of court costs in *Millbrae v Airports Commission*; and Government Code Section 54956.9(b)(1) to confer with legal counsel regarding anticipated litigation.

The Commission did not go into closed session.

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 12:55 PM.

  
Jean Caramatti  
Commission Secretary





July 24, 1995

Honorable Members  
San Francisco Airports Commission  
San Francisco International Airport  
San Francisco, CA 94128

Dear Commissioners:


Over the past several years, the region has been engaged in a debate on how BART should serve our airport. In 1994, the voters of San Francisco mandated that BART be extended into the airport. The Airports Commission has also been supportive of bringing BART into the Airport provided it met four conditions: First, physically can it be done? Second, the alignment cannot adversely impact airport operations (safety and security). Third, can the airport financially participate without jeopardizing its annual service payment to the City's general fund? Fourth, is this extension a good environmental mitigation?

When Congress, earlier this month, admonished the region for selecting the most expensive alternative, Congressman Bill Baker from the House Committee on Transportation and Infrastructure, told me that we need to: "choose an engineered solution that provides direct BART service to the airport terminal area at the least possible cost." I convened a transit summit with the funding participants in this project and asked that we come up with an acceptable solution to bring BART into the airport that would respond to Congress' concerns while not delaying the Airport's nearly \$2.5 billion construction program.

I have reviewed the information prepared by your consultant, Mr. Jason Yuen, and I support Alternative X, which was developed as a result of the transit summit for the following reasons: It brings BART to the International Terminal Complex; It has no impact on the Airport's Master Plan project; and has a reduced substantially the capital cost for BART.

It is time to stop the rhetoric and bring BART into the airport. Alternative X is the solution. I urge your support of this alternative which will allow both construction programs to move forward in a timely manner.

Sincerely,

  
Frank M. Jordan  
Mayor



**STATEMENT OF EDWARD A. MERLIS,  
SENIOR VICE PRESIDENT  
AIR TRANSPORT ASSOCIATION OF AMERICA  
on the  
PROPOSED "AERIAL WYE ALIGNMENT"  
BART--SAN FRANCISCO AIRPORT EXTENSION**

July 25, 1995

I am Edward Merlis, Senior Vice President, Federal Affairs and Airports for the Air Transport Association of America. ATA is the principal trade and service organization representing the major U.S. passenger and cargo airlines in the United States. I am appearing today on behalf of ATA's 23 member airlines as well as the other U.S. and foreign flag carriers that serve San Francisco International Airport and that make up the SFO Airline Airport Affairs Committee.

First, I want to make one point abundantly clear. We support a mass transit system which will deliver people to the airport. As ATA President Carol Hallett pointed out last week in the San Francisco Chronicle, our support for the concept of mass transit to San Francisco International has been unwavering for many years. Therefore, we continue to support mass transit which helps to alleviate motor vehicle congestion and improves passenger and employee accessibility to SFO.

Efficient mass transit to the airport, must satisfy four basic "common sense" principles to garner out support. Our "common sense" principles are --

- First, the selected alternative must be the most cost-effective mass transit option.
- Second, common sense means economic sense. Airport funds are scarce, and the airline industry cannot be viewed as a "cash cow" with endless resources to fund this project.



- Third, interference with airport operations must be avoided to the greatest extent.
- And, fourth, adverse social and environmental impacts on the local communities must be minimized.

The airlines are convinced that the original Locally Preferred Alternative (LPA), previously endorsed by this Commission, which calls for a station west of Highway 101 linked to the Automated Light Rail System (ALRS), is far and away the best alternative overall in meeting these requirements.

After careful and thoughtful study, it is also our view that the BART Aerial Wye Stub Alignment fails the four part common sense test. It contains many of the drawbacks of Alternative VI with regard to cost and adds nothing of comparable value for people who need to use mass transit to get to their airport destinations. As you may recall similar aerial alignment was considered by BART, in 1990, and deemed unworthy of detailed analysis for many of the same reasons that afflict BART's current proposal. In 1990, BART concluded that constructing an on-airport aerial terminal was considerably more expensive than bringing the ALRS to an external station, like the one proposed in the original LPA. Likewise, BART believed that passenger convenience would not be significantly improved.

Both the aerial alternative and the original LPA would have stops at the International Terminal. But here the similarities depart. Estimates of the cost of the ALRS are \$30-35 million, while the cost of on airport portion of the aerial alternative escalates into the \$300-350 million range. We fail to understand how responsible government officials could advocate a plan costing hundreds of millions of dollars, (which may never even be available), to build a massive aerial train extension when the original LPA, provides an equivalent passenger and employee connection with a similar level of service at as much as one-tenth the cost.





The original LPA is not only the most cost-effective approach, it also would serve the needs of a greater number of airline passengers and airport employees. The original LPA is the only broad based regional solution of any of the alternatives which have been put forward, serving both the needs of San Francisco travelers as well as airline passengers and airport employees coming from the south by CalTrain.

In fact, passengers arriving via the Aerial Wye BART system at the International Terminal actually would face long walks to many airline counters over distances that exceed those generally considered acceptable to most airport planners. As a result, those traveling to other locations on the airport will have to make two transfers, thus discouraging ridership. The ALRS connection west of Highway 101, on the other hand necessitates a single transfer for all locations on the airport.

Compared with the alternative "on airport" BART configurations, the original LPA provides increased passenger and employee convenience, at dramatically lower cost, and with reduced adverse environmental and social impacts. The Aerial Wye proposal leaves CalTrain users with an extra train change, while providing the majority of BART users no advantage. And the travel time difference -- two minutes at the most -- raises grave questions whether the two minutes saved is worth several hundred million dollars. In short, the Aerial Wye does not make economic sense. It provides no added benefit to passengers and airport employees. And it would cost perhaps 10 times as much as the original LPA first proposed and approved as part of the Airport Master Plan back in 1992. We keep asking ourselves why the public should pay ten times more for an aerial alignment when an off-airport alternative does the job just as well.



We do not want to belabor this discussion with any more than is necessary concerning our well-known opposition to Alternative VI, but let me assure you that many of our concerns about Alternative VI surface again with the Aerial Wye configuration. In light of the budgetary constraints facing transit funding for the foreseeable future, the House Appropriations Committee has told BART that plans for serving SFO must be reconsidered. Another unrealistic option could further jeopardize the opportunity to extend BART service to the airport.

We have approached this meeting in the spirit of thoughtful consideration urged on us by the House Committee and necessitated by today's economic realities. We doubt the BART Aerial Wye Study Alignment is fundable through the FTA. However, even if it were, it will in all likelihood would cause delays in the Airport Master Plan implementation schedule which would increase these costs without any commensurate benefit.

We believe that the weight of that burden requires that we return to the cost-effective mass transit solution which best meets the needs of area residents as well as the needs of the 140,000 passengers and 42,000 employees who will arrive at the airport each day by the year 2006. We are eager to work with the Commission, with the City, with BART, with SAMTRANS and CalTrain, and with the Metropolitan Transportation Commission to arrive at a fundable and feasible plan for bringing BART passengers to SFO.

The proposed aerial wye alignment fails in that regard.





## The City of Burlingame

MARTI KNIGHT, MAYOR  
FRANK J. PAGLIARO JR., VICE MAYOR  
A. C. "BUD" HARRISON  
ROSALIE M. O'MAHONY  
MIKE SPINELLI

CITY HALL — 501 PRIMROSE ROAD  
BURLINGAME, CALIFORNIA 94010-3997

TEL (415) 696-7200  
FAX (415) 342-8386

July 24, 1995

L. Andrew JeanPierre, President  
San Francisco Airports Commission  
P. O. Box 8097  
San Francisco International Airport  
San Francisco, CA 94128

Dear Mr. JeanPierre:

Mayor Jordan states in his June 30 BART/SFO news release that "the recent Congressional language on the BART project serves as a wake up call for the region. The region must come to a consensus on this extension project. That does not necessarily mean the most expensive alignment is the answer." The City of Burlingame agrees wholeheartedly. Since the inception of Alternative VI--the most costly and intrusive Alternative, featuring a massive southern station in Millbrae--we have continually asked the question, "Why does BART insist upon building south of the airport, cutting off CalTrain riders at Millbrae?"

We have consistently maintained that in order to best utilize all existing transit systems, BART must be integrated with CalTrain and the SFO proposed light rail to best serve the entire region. As you know, 67% of the airport employees live south of the airport. Those employees who go in and out of the airport on a daily basis are the ones whose vehicles create the primary source of traffic in our area. A cross platform intermodal station just outside the airport, with the proposed light rail service to all pertinent points in the airport itself, may be the best use of our funds, and create the most efficient, user friendly transit system for SFO. This station need not have a huge parking facility, which only encourages people into their cars to drive to the station.

With the planned upgrade of the Dumbarton track right of way, the current CalTrain service to Gilroy, and the new downtown San Francisco transit hub we effectively will have mass transit "ringing the Bay." Burlingame is simply asking that all existing transit systems be given equal access to the airport and the opportunity to remain vital links for all of our region.

Thank you for your understanding of the views of cities south of the airport.

Sincerely,

  
Marti Knight, Mayor



## EDITORIALS

# BART and the Airport: Do It, But Do It Right

**T**HE SAN FRANCISCO Airports Commission will make a decision today that could have far-reaching, permanent impact on the future of both the \$2.4 billion expansion of SFO and the \$1 billion BART extension to the airport.

The commission is scheduled to authorize a call for bids on a contract for the foundation construction of a new international terminal, a

***The Airports  
Commission  
should wait  
for BART  
before  
calling for  
construction  
bids***

move that literally will set in concrete much of the expansion program while limiting BART's options to run a rail extension to the airport.

We strongly urge the five commissioners to postpone for just a month or two the advertising for contract bids on

the new terminal. The time would give BART the opportunity it needs to analyze new proposals for bringing above-ground rails into the airport.

Over the past 23 years, BART has studied no fewer than 93 plans to extend the line to the airport. Finally, it selected an eight-mile extension that would run on the surface and underground from Colma to Millbrae, with four new stations, including one subterranean stop at the airport.

At the urging of a tightfisted Congress, which is financing most of the rail exten-

sion, BART has been considering a less-expensive aerial extension to the airport that would reduce the project's cost by about \$200 million. And just last week a second aerial extension design was proposed, but there has been no time to determine its viability or environmental soundness.

BART directors fear that starting airport construction without including plans for the rail extension could keep the rail line from going directly into the airport, which is the key to persuading travelers to take BART instead of driving.

It is regrettable that with the largest transportation project in recent Bay Area history in the balance, BART directors and airport commissioners cannot seem to coordinate plans that must eventually dovetail if they are to provide the convenience to travelers that should be the goal of the combined projects.

**W**hen the Airports Commission meets today, we hope the members will put aside any personal or narrow institutional agendas and vote to postpone advertising for construction bids that will eventually include the international terminal, a light rail "people mover" and a new baggage handling system.

The stakes are far too high for BART, the airport, the public and the Bay Area's economy to allow differences to derail or affect in any way these important projects. If a delay of a month or two in awarding contracts would permit BART to make certain that its plans fit with the airport's expansion, it would be a small price to pay.





Fr: Jessie Bracker (Citizen of Millbrae) 317 San Pablo Ave.  
re: Determination of Bart Location Millbrae, CA 94070  
Design Options added to Alternative VI by Sam Trans Board for Evaluation July 25, 1995

To  
SAN FRANCISCO AIRPORT COMMISSION PRESIDENT and Commission Members and Others  
Interested;

*speaking as a Citizen of Millbrae, Opinions*

Since San Francisco residents voting in an advisory election were  
told to "Vote Yes, It Will Cost You Nothing", San Mateo Co. Residents (not  
allowed to vote on an Alternative) have been finding out the exorbitant  
costs that will be charged to their Transportation System (called SAM TRANS)  
and with many Ramifications.

BART should not go into the Airport Terminal Area and should not  
continue to Millbrae because of exorbitant Costs and Safety! The murky  
underground mud at the Airport coupled with Seismic Activity could become  
disastrous for BART RAILS and TRAINS whether Underground or Aerial with some  
thing to say BART RAIL TRACKS through Wetlands and Flood Zone into Millbrae!

I have a serious SAFETY concern about will happen with regard to  
ACCURACY of Control Tower and Aircraft Instruments used to guide Aircraft  
and Control Tower Operations if BART Electric Trains operate on or Aerial  
Tracks so near to them. Surely there would be Electrical Interference?  
Even Portable Radios and Computers are no longer allowed to be used during  
Aircraft take-offs and Landings because of Electrical Interference to Control

July 6, 1995 Sam Trans Board authorized their General Manager to  
proceed with Evaluation of three Design Options to Alternative VI as discuss  
at that meeting including;-- 1-- the design option presented by BART Staff  
2.--a Flaggl Transit Center at San Antonio Road providing for a Cross-  
Platform Connection between Caltrain and BART, and -- 3.--an extension of the  
Airport People Mover Light Rail to San Antonio Road and/or Millbrae.



Although I personally do still believe stopping BART at Caltrain at  
 AIRPORT North Long-term Parking Lot, using ALRS to all Specific Sites desired  
 to be the best Alternative, I believe the Airport should seriously consider  
 Options 2 and 3 by Eliminating from Option 1 the Aerial Tracks into and out  
of the Airport. Also Eliminate the BART TRACKS going South to Millbrae,  
 thereby saving Hundreds of Millions of Dollars, then perhaps there could be a  
 viable solution for BART to Airport Area which could prove to be the Most  
 Equally Cooperative, Most Cost Effective, Most Efficient with Least Disruption  
Least Obtrusion, Least Impact on Homes and Businesses with No Intrusion  
~~because of No long built-up areas, No Flood Zones~~  
 There would be No Expensive Roadways or Garages built, thereby reducing  
 High Pollutant Contamination. More people would be encouraged to use  
 Public Transit for Greater Distances while still allowing Intermodal Transfer  
 between BART, Caltrain and free Airport Light Rail System hookup to disperse  
 Public Transit Riders to any place on Airport Grounds for Jobs or Airlines  
 destination at any of the Terminals to avoid confusion at New International  
 Terminal, all within just a few minutes. Sam Trans Bus Service would still  
 be operating at Local Cities Train Stations and the Airport G.T.<sup>C</sup> serving  
 the people with a good Transportation Network of Choices for Available Rides!

Thank you for the opportunity to present my Opinions.

Sincerely Submitted,  
 Jessie Bracker  
 Jessie Bracker

P. S. I have lived just across the Freeway from the airport for 42 years  
 and have studied on many Citizens Transportation Committees  
 since 1971 including BART, Bus and Feasibility of Upgrade  
 of Caltrain besides City of Millbrae Transportation Issues and  
 Perhaps MTC study of San Mateo Co. Transportation.  
 It is very important that Caltrain be extended further into  
 San Francisco. More important than BART to airport!



Tuesday, July 25, 1995

Airport Commission  
To Whom It May Concern

I am unable to attend your Tuesday,  
July 25, 1995 meeting.

I am deeply concerned about locating  
any ~~BART STATION in Millbrae~~

I served on the Millbrae BART  
Committee appointed by the Millbrae  
City Council. After months of study the  
Millbrae BART Committee voted 14-3  
against locating any BART STATION in  
Millbrae. This was based on the  
traffic impact on Millbrae streets especially  
Michael Avenue, Main Street Avenue, Hillcrest,  
El Carmine Road and on nearby Translake  
Avenue in Burlingame. It was determined  
that the traffic generated especially at Michael  
Avenue and El Carmine Road would result  
in gridlocks of the worst type. Coupled with  
environmental concerns and the fact that  
It was the City of Millbrae that



sued the Airport listing traffic impact and environmental impacts as real problems that would occur due to airport expansion. It was the same City Council that made a turn-a-round that this was ok and we could add a 2,700 car parking garage for BART.

One of our BART sub committees concluded that ~~BART should end at Colma with shuttle buses to the airport~~

Moreover, due to money constraints, a station for BART in Millbrae makes no sense.

Sincerely yours,

John Falcarella  
1335 Loma Vista Dr.  
PHONE (415) 697-3725

P.S. We don't want our city to become a parking lot for thousands of BART riders from north, west and south of our city.





# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

✈ August 22, 1995  
✈ Special Meeting  
9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN

Director of Airports

DOCUMENTS DEPT.

SEP 27 1995

SAN FRANCISCO  
PUBLIC LIBRARY

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission  
Special Meeting of August 22, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A court reporter's transcript is available upon request.				
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Special meetings of July 6, 1995 and July 22, 1995	95-0197	4
D.		DIRECTOR'S REPORTS:		
	1.	Status Report on Master Plan Project Expenditures		4
E.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	2.	Award Professional Service Contract 5600AE - Rental Car Garage/Ground Transportation Center	95-0198	5
	3.	Award Contract 5601C - Utility Tunnel & Utility Relocations, Phase I	95-0199	5
	4.	Bid Call - Contract 3440 - Environmental Remediation	95-0200	5
	5.	Modification No. 1 - Professional Service Contract 5000 - Airport Roadway Design Study	95-0201	5
	6.	Modification No. 1 of Contract No. 5503 - Geotechnical Engineering Services for International Terminal Complex	95-0202	5-6
	7.	Award of Sale of Issue 8 Bonds	95-0203	6



F. ITEMS INITIATED BY COMMISSIONERS:

8.	BART's "Option B" Aerial Alignment		6
----	------------------------------------	--	---

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

9.	Award Contract 3069DR - Garage Waterproofing Repair - Phase II Coating	95-0204	6
10.	Award Contract to Operate CalTrain-SFO Shuttle	95-0205	6
11.	Award Contract 3311A - Airport Perimeter Security Fence - Phase I	95-0206	7
12.	Award of Two North Terminal Specialty Retail Concession Leases:		
	Lease A	95-0207	
	Lease B	95-0208	7

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

13.	Award Contract 3494 - Professional Services - Geotechnical Consultants	95-0209	7
14.	Award Contract 3566 - Professional Engineering Services - Pavement Consultant	95-0210	7
15.	Modification No. 14 - Legal Services Contract - Hanson, Bridgett, et al - Increase Compensation by \$250,000.00	95-0211	7-8
16.	Modification No. 1 - Legal Services Contract - Ruiz & Schapiro - Increase Compensation by \$100,000.00	95-0212	8
17.	Bid Call - Contract No. 3501 - Airport Underground Utilities Repairs, 1995-96	95-0213	8
18.	Bid Call - Contract No. 3435 - Airport Medical Clinic Expansion	95-0214	8



19.	Authorization to Conduct Pre-bid Conference - Automobile Service Station Lease	95-0215	8
20.	Shuttle Bus Service agreement #68252, Adjustment #14	95-0216	8
21.	Proposed Exhibition Program Schedule	95-0217	9
22.	Resolution Ratifying Personnel Actions	95-0218	9
I.	PUBLIC HEARING:		
23.	Hearing on Parking Rate Restructuring		9
J.	NEW BUSINESS:		
K.	CORRESPONDENCE:		
L.	CLOSED SESSION:		
	Possible Waiver of Court Costs in Millbrae v Airports Commission; Potential Litigation; Personnel		10
M.	ADJOURNMENT:		
			10





Minutes  
Airports Commission  
Special Meeting of August 22, 1995

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:02 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President Hon. Michael S. Strunsky Hon. Roland A. Quan Hon. Larry Mazzola
Absent:	Hon. Marie K. Brooks, Vice President

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the special meetings of July 6, 1995 and July 25, 1995 were adopted by order of the Commission President.

No. 95-0197

\* \* \*

D. DIRECTOR'S REPORTS:

1. Status Report on Master Plan Project Expenditures

Master Plan Project Expenditures status report as of June 30, 1995, and in accordance with the updated Master Plan Schedule dated June 30, 1995.

\* \* \*



E. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 2 through 7 were adopted unanimously.

2. Award Professional Services Contract No. 5600AE  
Rental Car Garage/Ground Transportation Center

No. 95-0198

Resolution awarding Professional Services Contract 5600AE - Rental Car Garage/Ground Transportation Center - ED2 International/MBT Architecture, a Joint Venture - \$15,210,000. Contract provides for Phase II - Facilities Design and Construction Document Agreement.

3. Award of Contract No. 5601-C - Utility Tunnel and Utility Relocations, Phase I

No. 95-0199

Resolution awarding Contract No. 5601-C to the lowest reliable, responsible and responsive bidder, Nationwide Construction Company, Inc./Shimmick Construction Company, Inc. a Joint Venture, in the amount of \$10,271,860.00.

4. Bid Call - Contract No. 3440 - Environmental Remediation

No. 95-0200

Resolution approving plans and specifications and authorizing Director to call for bids for Contract No. 3440, Environmental Remediation.

5. Modification No. 1 of Professional Services Contract No. 5000  
Airport Roadway Design Study

No. 95-0201

Resolution modifying Professional Services Contract 5000, Airport Roadway Design Study, with Leigh Fisher Associates to increase budget by \$350,000.00.

6. Modification No. 1 of Contract No. 5503  
Geotechnical Engineering Services for International Terminal Complex



No. 95-0202

Resolution approving contract modification to increase amount by \$85,000 for PSC Assoc. Inc, Consultant for Contract No. 5503, Geotechnical Engineering Services for International Terminal Complex.

7. Award of Sale of Issue 8 Bonds

No. 95-0203

Resolution awarding sale of Issue 8 Bonds in the amount of \$100-million.

\* \* \*

F. ITEMS INITIATED BY COMMISSIONERS:

8. BART's "Option B" Aerial Alignment

Assessment of Architectural Consultant's report and consideration of the "Option B" aerial alignment proposed by BART on July 25, 1995, to bring BART service to the SFIA.

The meeting recessed at 12:35 PM and reconvened at 12:45 PM to conclude its business.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

Item Nos. 9 through 12 were adopted unanimously.

9. Award Contract No. 3069DR - Garage Waterproofing Repair - Phase II Coating

No. 95-0204

Resolution to award Contract No. 3069DR, Garage Waterproofing Repair, to Western Roofing Service in the amount of \$677,574.00.

10. Award of Contract to Operate CalTrain-SFO Shuttle

No. 95-0205

Resolution awarding contract for operation of the CalTrain-SFO Shuttle to SFO Airporter, Inc. at an annual budget not-to-exceed \$415,000.00.



11. Award of Contract No. 3311A - Airport Perimeter Security Fence - Phase I

No. 95-0206 Resolution awarding Contract 3311A, Airport Perimeter Security Fence, Phase 1 to lowest responsible bidder, Golden Bay Fence Plus Iron Works, Inc., in the amount of \$401,900.00.

12. Award of Two North Terminal Specialty Retail Concession Leases

Resolutions awarding two North Terminal Specialty Retail Concessions:  
No. 95-0207 - Lease "A" to Buth-Na-Bodhaige, Inc., The Body Shop; and,  
No. 95-0208 - Lease "B" to The Tie Rack (U.S.), Inc., operating as "Art of Silk".

\* \* \*

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS;

Item Nos. 13 through 22 were adopted unanimously.

13. Award Contract 3494 - Professional Engineering Services - Geotechnical Consultants

No. 95-0209 Resolution awarding Contract No. 3494, Professional Engineering Services - Geotechnical Consultants to Treadwell & Rollo, Inc. in the amount of \$300,000.00.

14. Award Contract 3566 - Professional Engineering Services - Pavement Consultant

No. 95-0210 Resolution awarding Contract 3566 Professional Engineering Services - Pavement Consultant, to Vallerger, Inc. in the amount of \$250,000.00.

15. Modification No. 14 to Legal Services Contract with Hanson, Bridgett to Increase Compensation by \$250,000.00

No. 95- 0211 Resolution approving Modification No. 14 to





Professional Legal Services Contract with  
Hanson, Bridgett to increase amount by  
\$250,000.00.

16. Modification No. 1 to Legal Services Contract with Ruiz and Schapiro to Increase Compensation by \$100,000.00

No. 95-0212 Resolution approving Modification No. 1 to Professional Legal Services Contract with Ruiz & Schapiro to increase amount by \$100,000.00.

17. Bid Call - Contract No. 3501 - Airport Underground Utilities Repairs, 1995-96

No. 95-0213 Resolution approving scope, budget, schedule and authorizing the Director to call for bids when ready for Contract No. 3501, Airport Underground Utilities Repairs, 1995-96.

18. Bid Call - Contract No. 3435 - Airport Medical Clinic Expansion

No. 95-0214 Resolution approving scope, budget, schedule for Contract No. 3435 and authorizing the Director to call for bids when ready.

19. Authorization to Conduct Pre-Bid Conference - Automobile Service Station Lease

No. 95-0215 Resolution approving leasehold specifications and authorizing staff to conduct a pre-bid conference for Automobile Service Station Lease.

20. Shuttle Bus Service Agreement #68252, Adjustment #14

No. 95-0216 Resolution setting the 1995 Basic and Incremental Hourly Rates Pursuant to Section 5(c) of the Agreement.



21. Proposed Exhibition Program Schedule

No. 95-0217

Resolution approving Exhibition Schedule for the period beginning Fall, 1995.

22. Resolution Ratifying Personnel Actions

No. 95-0218

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions by the Director of Airports.

\* \* \*

I. PUBLIC HEARING:

Item No. 23 was removed from the calendar.

23. Hearing on Parking Rate Restructuring

Hearing on the proposed public parking rate restructuring for the purpose of minimizing garage closures. The all day parking rate will be raised from \$20.00 per day to \$27.00 per day.

\* \* \*

J. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

\* \* \*

K. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*



L. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to discuss possible waiver of court costs in *Millbrae v Airports Commission*; Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation; and Government Code Section 54956.9(c) to discuss a possible settlement of claim against Majestic Construction.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

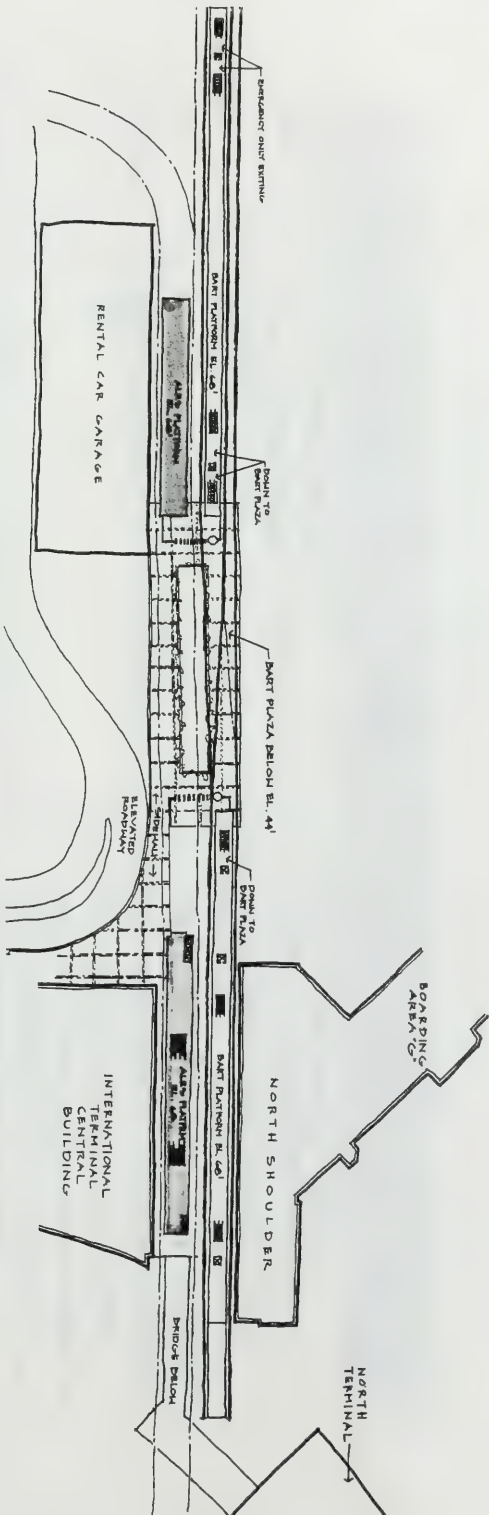
\* \* \*

M. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 1:00 PM to go into closed session.

  
Jean Caramatti  
Commission Secretary





OPTION B: SECURITY DESIGN MODIFICATION  
PLATFORM LEVEL PLAN  
AUGUST 22, 1995





## BART-to-SFIA PROJECT

### COMPARISON OF CURRENT AND POSSIBLE MODIFIED ENVIRONMENTAL REVIEW SCHEDULE

<b>MONTH</b>	<b>CURRENT BART EIR/EIS SCHEDULE</b>	<b>BART EIR/EIS SCHEDULE MODIFIED FOR SUPPLEMENTAL EIR/EIS (FAST TRACK)</b>
September 1995	<ul style="list-style-type: none"> <li>BART issues Final EIR/EIS</li> <li>Thirty (30)-day comment period for Final EIS commences</li> </ul>	<ul style="list-style-type: none"> <li>BART defines design of new aerial alternative, conducts technical studies</li> <li>BART issues Notice of Preparation/Notice of Intent</li> <li>BART consults with "responsible agencies"</li> </ul>
October	<ul style="list-style-type: none"> <li>BART and SanTrans Boards certify Final EIR</li> </ul>	<ul style="list-style-type: none"> <li>BART completes Draft Supplemental EIR/EIS</li> <li>BART issues Draft Supplemental EIR/EIS</li> <li>Forty-five (45)-day public comment period for Draft Supplemental EIR/EIS commences</li> </ul>
November	<ul style="list-style-type: none"> <li>Public review period for Final EIS ends</li> <li>Federal Transit Administration (FTA) adopts Final EIS and issues Record of Decision (ROD)</li> </ul>	<ul style="list-style-type: none"> <li>Public comment period for Draft Supplemental EIR/EIS continues</li> </ul>
December	<ul style="list-style-type: none"> <li>Airports Commission, as "responsible agency" under CEQA, may act on its portion of the BART project</li> </ul>	<ul style="list-style-type: none"> <li>Public comment period for Draft Supplemental EIR/EIS ends</li> </ul>



January 1996		<ul style="list-style-type: none"> <li>BART prepares responses to comments on Draft Supplemental EIR/EIS</li> </ul>
February		<ul style="list-style-type: none"> <li>BART and SanTrans Boards certify Final EIR</li> <li>Thirty (30)-day public review period for Final EIS commences</li> </ul>
March		<ul style="list-style-type: none"> <li>Thirty (30)-day public review period for Final EIS ends</li> <li>Federal Transit Administration adopts Final EIS and issues Record of Decision</li> </ul>
April		<ul style="list-style-type: none"> <li>Airports Commission, as “responsible agency” under CEQA, may act on its portion of the BART project</li> </ul>





BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street - Lake Merritt Station  
P.O. Box 12688  
Oakland, CA 94604-2688  
Telephone (510) 464-6000

21 August 1995

Andrew JeanPierre, President  
CITY AND COUNTY OF SAN FRANCISCO  
AIRPORTS COMMISSION  
San Francisco International Airport  
San Francisco, CA 94128

MICHAEL BERNICK  
PRESIDENT

DAN RICHARD  
VICE PRESIDENT

RICHARD A. WHITE  
GENERAL MANAGER

DIRECTORS

DAN RICHARD  
1ST DISTRICT

JOEL KELLER  
2ND DISTRICT

ROY NAKADEGAWA  
3RD DISTRICT

MARGARET K. PRYOR  
4TH DISTRICT

SHERMAN LEWIS  
5TH DISTRICT

THOMAS M. BLALOCK  
6TH DISTRICT

WILFRED T. USSERY  
7TH DISTRICT

JAMES FANG  
8TH DISTRICT

MICHAEL BERNICK  
9TH DISTRICT

Dear Commissioner JeanPierre:

Thank you, Commissioner Strunsky, and Jason Yuen for meeting with me, Wil Ussery, BART's General Manager, Dick White, and members of BART staff last Friday to discuss the BART aerial alignment into the San Francisco International Airport. We were pleased to have the opportunity to hear your concerns and the concerns of Commissioner Strunsky regarding design Option "B".

From our discussions, it appears to me that the three major concerns of the Airports Commissioners are: (1) construction delay risks to your current master plan program; (2) BART funding; and, (3) perceived security risks of design Option "B".

The following are my comments to clarify and, hopefully, forever put to rest these concerns. Based on information provided to me by BART staff, the following are clarifications to those three items and the additional six items brought up during our meeting:

1. Construction Delay Risks:

Design Option "B" affects four of the Airport Master Plan construction contracts: (1) Piles; (2) Foundation; (3) Structural Steel; and, (4) Building. Jason Yuen has agreed with BART's assessment that Option "B" has no delay impacts on the first two contracts. BART has determined that the structural frame supporting the ALRS through the new IT can be re-designed to accommodate BART without impacting the schedule because the structural system is independent of that used to support the IT central building and the north shoulder building. The area affected by the introduction of BART into the IT complex is the north shoulder building and a revised seismic analysis will have to be performed. Both the north shoulder building and the ALRS support systems are far less complex than the IT central building and could be re-designed with no impact to the completion schedule of the IT complex.

A three to six month re-design effort does not net a three to six month delay in the completion of construction. (See attachment 1) Schedule for incorporating re-design into the master plan schedule in order to complete construction as planned.



2. Project Funding and Financing Assurance:

Attachment 2 is a letter from MTC which is responsible for transportation funding of projects in the Bay Area. As identified in that letter the BART SFO Project is fundable.

Regarding your second concern about funding the redesign to integrate BART into the SFIA Projects, I am working with both the BART and SamTrans Boards to craft a commitment to SFIA in order to preserve Option "B" and at the same time accommodate the airport's schedule of design, bid and construction for the new International Terminal.

I am confident that working with the Airport, BART and SamTrans can provide the necessary funding to ensure financial responsibility for integration of design into the implementation phase of the various elements of the Airport Master Plan program. Funds would be committed at each phase as that phase is implemented.

In addition, the following are funds identified for the BART-SFO Extensions project: FTA = \$800M, SamTrans = \$99M, CTC (Improvement) = \$98M, CTC (Prop 116) = \$10M, MTC = \$10M, Other State & Local = \$52M, SFIA = \$200M, for a total of \$1,269 million.

3. Security and Safety:

Cooperative efforts between Rail and Airport operators have resulted in Federal approvals of rail technology within airport passenger terminals. The recently opened St. Louis Airport is an example of this successful integration.

I am certain that Option "B" will receive this kind of cooperation to incorporate design refinements to meet the evolving Federal requirements for Security and Safety.

There are both operational and design modifications to address these security concerns. Operationally, BART trains could be routed directly to Millbrae station and a bus shuttle provided to the airport. In the event of a heightened security environment, the BART trains would never enter airport property.

A design modification is currently under review which provides the physical capacity to intercept BART passengers at a security clearance point, "remote" from the airlines terminals.

4. Caltrans Approval Process:

A preliminary review by staff engineers at Caltrans, with the information developed to date regarding the aerial alignment of Design Options "B" and "X", indicate that both are feasible in crossing Highway 101. Caltrans will work with BART through the approval process to avoid delays. One recommendation would be that the BART crossings over 101 be incorporated into SFIA's ramp packaging, and be constructed simultaneously.





5. City and Public Agency Approvals:

The approval agencies and process for projects within the City and County of San Francisco would be identical whether Option "B" or "X" is the selected project:

Airlines (under their Lease/Use Agreement)  
FAA (for security and safety) ➤  
SFIA Staff (Maintenance, Operations, Planning, BD&C)  
Airports Commission  
City Controller  
City Attorney  
Civil Service Commission  
Human Rights Commission  
Arts Commission

BART staff will begin to work in cooperation with each of these entities in the very early phase of design in order to expedite approval procedures.

You may wish to consider extending Jason Yuen's scope of work to include integrating Option B elements into the SFIA Construction Packages.

6. Structural Column in North Terminal:

The concerns regarding the re-design of the 10' diameter column at the west end of the BART tailtracks to minimize its impact can be resolved through cooperative efforts within the BART and SFIA engineering staff.

7. Noise and Vibration:

BART and SFIA both consult with the same noise and vibration specialty firm of Wilson, Ihrig and Associates. WIA has indicated to BART that the same mitigation methods recommended for the Airport Light Rail System can be used to mitigate the noise and vibration from BART trains (WIA memo dated August 11, 1995).

8. Design Option or a New Alternative?

We are unclear why SFIA is concerned about whether Design Options X or B constitute a new alternative, since the distinction appears to have no bearing on the Commission's actions with regards to considering Design Option B. It is clear that BART and SamTrans Boards of Directors adopted Alternative VI as the Locally Preferred Alternative in April, 1995; the aerial wye-stub Design Options B or X modify only a segment of the LPA and are options for bringing service into the SFIA. A Focused Recirculated DEIR/Supplement #2 DEIS, is being prepared to evaluate

the potential environmental impacts of the Aerial Design Option. Since the BART and SamTrans Boards of Directors and the FTA regional and Washington offices



have concurred with this approach, we request further clarification of why SFIA remains concerned about continued environmental evaluation of the aerial design option.

The assumption that obtaining environmental clearance for the BART project will result in a six month impact on the SFIA Master Plan schedule is unfounded, based on the current schedule for awarding SFIA International Terminal contracts and beginning construction. We anticipate obtaining state certification of the environmental document for the proposed BART extension to the airport prior to the current scheduled date for beginning construction of the major component of the SFIA International Terminal -the Central Building. We would be happy to work with the Airport to minimize schedule conflicts with the remaining construction packages once the Airport has confirmed the dates for starting construction of these SFIA International Terminal elements.

9. Passenger Convenience:

USDOT recommended a specialist, Matt A. Coogan, to review the events that have been taking place in San Francisco with regard to BART's aerial alignment into SFIA and to evaluate the design options put forth for consideration.

In his evaluation of both Options "B" and "X", Mr. Coogan states in a memo to BART's General Manager, Richard A. White, "from the point of view of quality of intermodal service experienced by the user, the general concept called "Option B" provides superb intermodal airport access and should remain the preferred concept for the District."

Attached for your review are: Attachment (1) Schedule and Attachment (2) Project Funding.

On behalf of BART's Board of Directors, I wish to thank you and your fellow Commissioners for the time and the courtesy that you have given us.

Very truly yours,



Michael S. Bernick, Esq.  
President





cc: San Francisco Airport Commissioners  
SamTrans Board of Directors  
BART Board of Directors  
Richard A. White, BART General Manager  
Jason Yuen

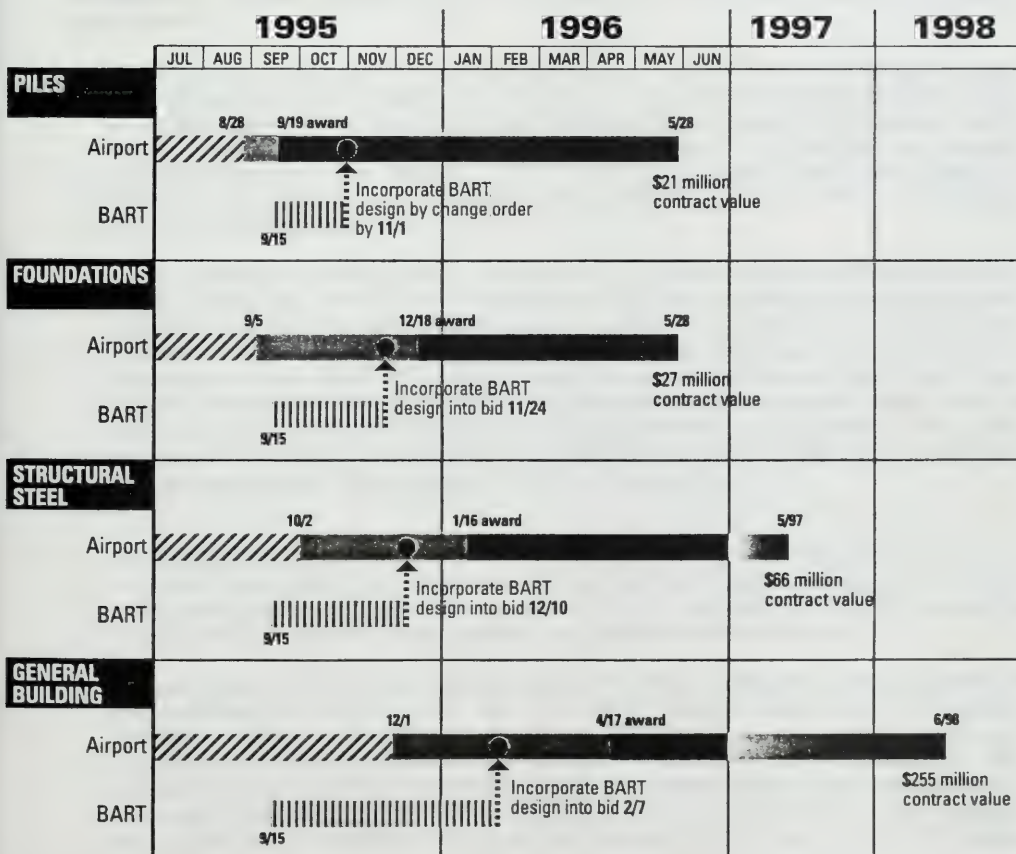
Attachments



# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT

## IMPACT OF BART'S OPTION "B" ON THE AIRPORT'S SCHEDULE FOR INTERNATIONAL TERMINAL CONSTRUCTION PACKAGES

 Design phase — SFIA  
 Design phase — BART  
 Bidding phase  
 Construction phase







## Funds Identified for the BART - San Francisco Airport Extension

<u>Fund Source</u>	<u>Funding Agency</u>	<u>Amount</u>
Section 3 New Starts	Federal Transit Admin. (FTA)	\$800 million
SamTrans Sales Tax	San Mateo County Transit District	99 million
Transit Capital Improve.	California Transportation Comm. (CTC)	98 million
Proposition 116	California Transportation Comm. (CTC)	10 million
Westbay Bridge Tolls	Metropolitan Transportation Comm. (MTC)	10 million
Other State & Local	To be determined	52 million
SFIA Funds	SF International Airports Comm. (SFIA)	<u>200 million</u>
Total Funds		<b>\$1,269 million</b>

**Section 3 New Starts (FTA):** The federal government's \$800 million share of the BART - San Francisco Airport (SFO) Extension is the single largest component of the project's funding plan. Recognizing the major federal funding component for this extension, the Metropolitan Transportation Commission (MTC) in 1989 designated the SFO Extension as the Bay Area's number one priority for Federal Transit Administration (FTA) New Starts funds. BART and MTC have been working for the last five years to secure this commitment of FTA New Starts funds for the SFO Extension. A description of this advocacy effort is outlined below:

**Authorization:** Before a major rail extension project can receive FTA New Starts funding, the project itself and the federal funds needed for its development and construction must be *authorized* in the Act of the US Congress which creates the Federal Government's transportation funding programs. BART and MTC had language included within the most recent of these Acts of Congress, the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA), which directs the Secretary of Transportation to approve a multi-year grant agreement for the construction of the SFO Extension's locally preferred alternative.

As far as funding is concerned, ISTEA *authorized* \$568.5 million in FY 1990 to FY 1997 New Starts revenues for the Bay Area's rail extensions program. This figure was based simply on an estimate of \$100 million per year for each of FY 1992 through FY 1995, \$100 million for FY 1996 and FY 1997 combined, and \$68.5 million in funding already appropriated for fiscal years 1990 and 1991. These funds are to be shared by BART's Colma and SFO Extensions and the Santa Clara County Transit District's Tasman Light Rail Extension. It was always envisioned that additional funding would be required in the subsequent reauthorization bill to complete the federal funding commitments to these projects. BART and MTC will be working to authorize additional funding for the SFO Extension when Congress reauthorizes ISTEA prior to its FY 1997 expiration date.

**Full Funding Grant Agreement:** Once the SFO Extension receives the Federal Government's approval of its Final Environmental Impact Statement (FEIS), the parties will begin negotiating a multi-year full funding grant agreement (FFGA). This agreement will outline the terms by which FTA funds will be expended on the project and it will set an upper limit on FTA's total participation.

A major project like the SFO Extension will require more FTA funding than is authorized under the current ISTEA, which expires in FY 1997. To address this BART was successful in including a provision in ISTEA which allows the Secretary of Transportation to execute a full funding grant agreement for the SFO Extension with funding pledges from sources not available until after FY 1997, provided that there are sufficient unexpended gasoline tax revenues in the trust fund established for rail extensions. FTA's Report to the US Congress (May 1995) shows that \$1.7 billion of such "contingent commitment" funds are available, and lists the BART project as being eligible for up to \$800 million





in contingent commitment funds. It should be noted that BART has recently secured Senator Barbara Boxer's sponsorship of an amendment to the National Highway System legislation which would expand by double the contingent commitment funds available for the SFO Extension's full funding grant agreement.

**Appropriations:** Appropriations are the annual amounts made available in the Federal budget process for grant awards to meet each year's project expenditures. Before a project receives its full funding grant agreement, annual FTA New Starts appropriations are limited to those needed for its initial project development costs. To date the SFO Extension has received grant awards totalling \$56 million for environmental analysis and preliminary engineering work from Congressional appropriations made between FY 1993 and FY 1995.

Once the SFO Extension receives a full funding grant agreement (FFGA) from FTA, annual appropriations will increase substantially. In FY 1995, for example, New Starts appropriations for major projects with FFGA's ranged from \$97 million for the Portland LRT project to \$164 million for the Los Angeles Metrorail project. In updating the regional Memorandum-of-Understanding (MOU) on New Starts apportionments, BART and MTC staff estimate that a reasonable annual appropriation to the SFO Extension of \$122 million could fulfill FTA's share of the project funding plan by FY 2002. Interest costs which might be necessary for financing the project are recognized by the federal government as an eligible project expense.

**SamTrans Funds:** In its April 1995 SFO Extension LPA adoption resolution, SamTrans reaffirmed the \$99 million commitment to the project that was established in the parties' 1990 Cooperative Agreement.

**Transit Capital Improvement (CTC):** The CTC has committed \$536 million to BART's Phase I Extensions program, which includes \$98 million for the SFO Extension. A \$14.5 million grant agreement was recently executed for this project. The balance should be available by FY 2000.

**Proposition 116 (CTC):** The Proposition 116 rail bond measure includes \$10 million for BART extensions in San Mateo County. BART has programmed these funds for the SFO Extension.

**Westbay Bridge Tolls (MTC):** MTC annually allocates nearly \$7 million in regional bridge toll revenues to Westbay transit capital improvement projects which reduce congestion in the transbay bridge corridors. \$1 million was recently allocated from this source to the SFO Extension.

**San Francisco International Airports Commission (SFIA):** The Mayor of San Francisco has pledged SFIA funding in the amount of up to \$200 million for the SFO Extension. This commitment of SFIA funds has been reaffirmed publicly by the Director of Airports on several occasions. MTC, in fact, recognizes that the \$200 million commitment figure is a floor as well as a ceiling for the SFIA's participation in the SFO Extension. In addition, the Federal Aviation Administration (FAA) has determined that SFIA funds can be used for the on-airport segments of the SFO Extension without it being considered an improper diversion of airport revenues. A firmer commitment from the Airports Commission will, however, be needed before FTA recognizes these SFIA funds within the project's full funding grant agreement.

**Other State & Local Funds:** In completing the FEIS for the SFO Extension, BART/MTC/SamTrans are addressing cost reduction strategies which would reduce the need for this additional funding.

**NOTE:** Final estimated project costs could result in modifications to this financial plan. It has not been determined how reduced project costs due to an aerial configuration will impact the proposed financial plan. This will be addressed prior to the completion of the FEIS and in connection with FFGA discussions with FTA.



# MTC

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

August 15, 1995

**DIANNE MCKENNA, CHAIR**  
Association of  
Bay Area Governments

**JAMES SPERING, VICE CHAIR**  
Solano County and Cities

**JANE BAKER**  
Cities of San Mateo County

**JAMES T. BEALL JR.**  
Santa Clara County

**SHARON BROWN**  
Cities of Contra Costa County

**JOE BROWNE**  
State Business, Transportation  
and Housing Agency

**EDWARD R. CAMPBELL**  
Alameda County

**WILLIAM P. DUPLESSIE**  
U.S. Department of Transportation

**MARY GRIFFIN**  
San Mateo County

**ELIHU HARRIS**  
Cities of Alameda County

**TOM HSIEH**  
City and County of San Francisco

**JEAN MCCOWN**  
Cities of Santa Clara County

**FRED NEGRI**  
Napa County and Cities

**JON RUBIN**  
San Francisco Mayor's Appointee

**ANGELO J. SIRACUSA**  
San Francisco Bay Conservation  
and Development Commission

**TOM TORLAKSON**  
Contra Costa County

**DOUG WILSON**  
Marin County and Cities

**SHARON WRIGHT**  
Sonoma County and Cities

**LAWRENCE D. DAHMS**  
Executive Director

**WILLIAM F. HEIN**  
Deputy Executive Director

**Richard A. White**  
General Manager  
Bay Area Rapid Transit District  
800 Madison Street  
Oakland, CA 94604-2688

*Richard A. White*  
Dear Mr. White:

We have reviewed the District's analysis of the "Funds Identified for the BART - San Francisco Airport Extension," and concur with the District's presentation on the funds needed to construct the locally preferred alternative adopted in April 1995. The Commission will consider formal approval of the project's funding plan after the final project alignment for the SFO Extension is adopted by the BART and SamTrans Boards later this year.

The BART to SFO Extension is an integral part of the region's rail extension program - a program that includes the soon to be opened Colma Station in San Mateo County and the BART extensions under construction in Contra Costa County and Alameda County, among other rail extension projects.

While the competition for federal funds is quite keen, we have continued to receive support within the Administration and Congress to complete the federal funding for the region's federally funded rail extensions - BART to SFO and the Tasman extension in Santa Clara County. We are pleased that for fiscal year 1996 Congress has again reaffirmed its support for our program when the U.S. Senate acted to identify \$22.6 million, and the House \$10 million to fund the region's rail program (A Conference Committee action this fall will settle the final amount of federal funds for this year). We expect that these funds, along with federal funds previously identified by Congress will fund BART's final engineering and other related activities.

As noted by BART, state and local funds are also critical to the delivery of this project. We have a long term funding commitment from the California Transportation Commission (CTC) for the region's rail program. The CTC has made good on its commitment in this, and in past year's, by allocating funds for BART extensions and for other rail extension projects in the region. As we have previously, we will continue to honor our commitments to this project and we look forward to continued progress in the development of the SFO Extension.

Sincerely,

*Bill*

**William F. Hein**  
Deputy Executive Director

WFH/sl



## **BART TO SFO RIDERSHIP**

### **AIRPORT INTERNATIONAL TERMINAL STATION**

- BART projects that 18,700 patrons will use the Airport International Terminal Station in the year 2010.
- BART's total patronage forecast will represent one-half of one percent of SFIA's total equivalent daily population of 350,000.
- BART's patronage forecast is comprised of 58% Airport passengers (10,900) and 42% Airport employees (7,800).
- One-third of Airport employees work in the Terminal Complex and two-thirds work outside the Terminal Complex in other areas of the Airport.
- Approximately three-fifths of total Airport passengers will use the new International Terminal (Boarding Areas A and G), and the North Terminal (Boarding Area F).
- Approximately two-fifths of total Airport passengers will use the North Terminal (Boarding Area E), South Terminal (Boarding Areas B and C) and the Central Terminal (Boarding Area D).
- Thirty-eight percent (38%) of the total projected Airport passengers using BART will transfer to the Airport Light Rail System.
- Eighty percent (80%) of the total projected Airport employees using BART will transfer to the Airport Light Rail System.
- Over half the total projected Airport passengers and employees who will use BART to the Airport will transfer to the Airport Light Rail System.





# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

## Inter-Office Communication

TO: Board of Directors

FROM: General Manager

DATE: August 17, 1995

**SUBJECT: SFO Extension; Proposed Options "B" and "X"**

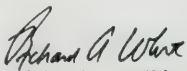
Attached is the staff summary of the evaluation performed for both Options "B" and "X" proposed for the BART aerial wye-stub alignment into the Airport.

The analysis discusses engineering design, construction, schedule, and cost impacts on both the Airport Master Plan and the BART Project. As you may know, at its July 25, 1995 meeting, the San Francisco Airports Commission directed its staff to proceed with its Option "X", while committing to an objective review of BART's Option "B." The criteria established by the Commission for acceptability of BART's Option "B" is that it have "minimal impact and disruption to the ongoing Airport Master Plan projects." The key finding of this evaluation is that in our professional opinion, and with a willing partner:

**the preservation and integration of Option "B" will have no impact on the schedule for completion of the new International Terminal. The Airport's Master Plan, as it is known today, can be maintained through expedited redesign effort and use of the normal bid addenda process, add/alternates, unit cost pricing, construction lockouts, etc.**

The cost of modifying Airport facilities to accommodate BART's Option "B" is \$16.2 million, while the comparable cost for preserving the Airport's Option "X" is \$9.6 million, a difference of \$6.6 million. In addition, the cost of building BART's Option "B" as an integral part of the Airport's Master Plan is \$108.5 million, while the comparable cost for building Option "X" is \$92.3 million, a difference of \$16.2 million. Therefore, the total cost differential between Options "B" and "X" is \$22.8 million or only 0.65% of the combined \$3.5 billion cost of the Airport's Master Plan Program and the BART-SFO Extension Project. This is balanced against the clear superiority of Option B with respect to public convenience and desirability of transfer connections.

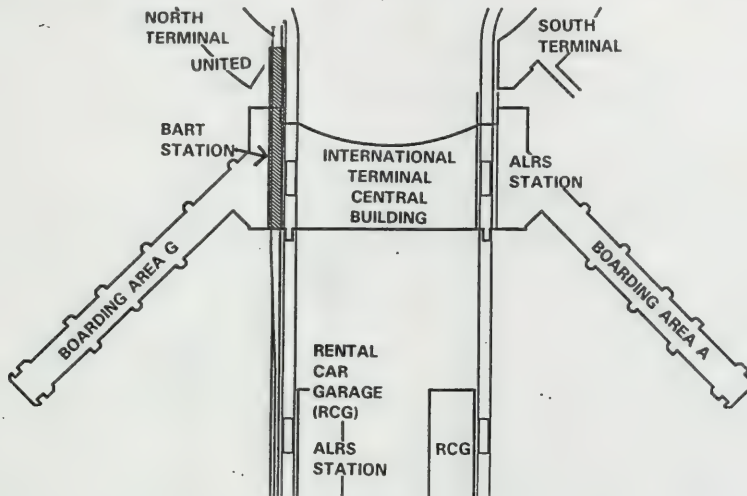
The attached two blue sheets summarize the staff findings to assist you in your review process. A summary level schedule of SFIA International Terminal bid packages showing BART's impacts and a plan showing walking distance comparisons between "B" and "X" are also attached for your reference.

  
Richard A. White





# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT IMPACTS OF BART AERIAL WYE-STUB ALIGNMENT ON SFIA MASTER PLAN PROJECTS



## OPTION B: BART STATION AT ELEVATION 68 FT INSIDE INTERNATIONAL TERMINAL

### IMPACTS ON SFIA MASTER PLAN PROJECTS

**FUNCTIONAL IMPACTS:** Insignificant In General; No Impacts on Boarding Area G or Aircraft Gate Positions.

- **POSITIVE:** Increases beneficial concession and support space by 25,000 sf within IT; and increases foot traffic for its concessions.
- **NEGATIVE:** Visual Impact of BART Tailtracks over North Terminal Roadways
- **OTHER Master Plan Projects:** ALRS - Minor Alignment Modifications; RCG - Minor Redesign Required

### ESTIMATED COSTS:

	ENGINEERING	CONSTRUCTION	TOTAL
• <b>Preserve BART Aerial Trace:</b>	\$ 6.7 Million	\$ 9.5 Million	\$ 16.2 Million
• <b>Integrate BART Line &amp; Station:</b> (East of Western Edge of Hwy-101)	10.5 Million	98.0 Million	108.5 Million
<b>TOTAL:</b>	<b>\$17.2 Million</b>	<b>\$107.5 Million</b>	<b>\$124.7 Million</b>

**SCHEDULE IMPACTS:** No Delays on the Airport Master Plan; Employ Bid Addenda or Unit Cost Methods

### IT CONSTRUCTION PACKAGES

- **PILES:** Install 5% More Piles (208).
- **FOUNDATIONS:** Additional Foundation Work for 63 Columns (15% of Total)
- **STRUCTURAL:** Redesign 63 Steel Columns With Associated Framing Members for New SFIA Space and BART Columns
- **BUILDING:** Redesign Selected Architectural and Engineering Features for 25,000 sf of New and Modified Space; Design BART Station.

### IMPACTS ON BART PROJECT:

- **OPERATIONS:** The 2-Track Layout is Feasible due to the Extended Tangent Tracks and Switches in Front of the Station
- **PASSENGER CONVENIENCE:** Superb for Walking to International Terminal and United/North Terminal (Approximately 60% of the Total Passenger Traffic)
- **COSTS:** Within Established Budget Costs Parameters
- **ENGINEERING/CONSTRUCTABILITY:** Meets BART's Criteria; Integration with SFIA Master Plan Projects Essential

*[Faint, illegible text, possibly a signature or stamp]*

PROVIDE

RECORDS SECTION

RECORDS SECTION

RECORDS SECTION

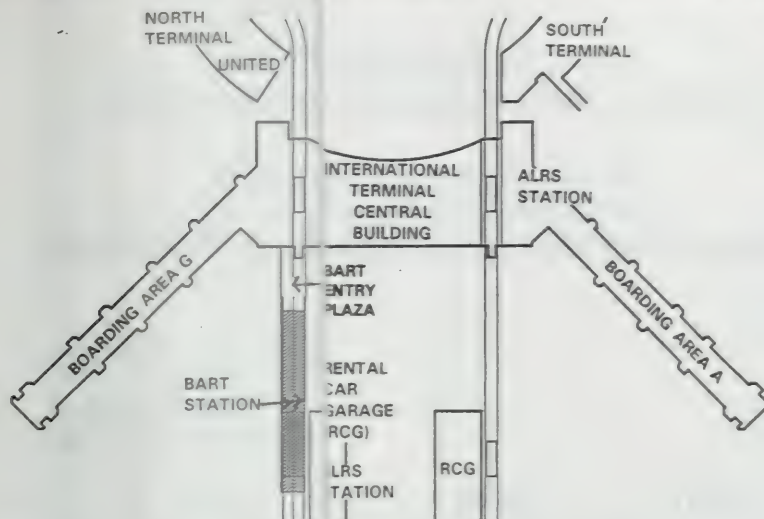
RECORDS SECTION

RECORDS SECTION

RECORDS SECTION

RECORDS SECTION

# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT IMPACTS OF BART AERIAL WYE-SUB ALIGNMENT ON SFIA MASTER PLAN PROJECTS



## OPTION X: BART STATION AT ELEVATION 44 FT OUTSIDE INTERNATIONAL TERMINAL

### IMPACTS ON SFIA MASTER PLAN PROJECTS

**FUNCTIONAL IMPACTS:** NONE; Minor Impacts on ALRS Alignment; Redesign Required for RCG

### ESTIMATED COSTS:

	ENGINEERING	CONSTRUCTION	TOTAL
• <i>Preserve BART Aerial Trace:</i>	\$ 7.6 Million	\$ 2.0 Million	\$ 9.6 Million
• <i>Integrate BART Line &amp; Station:</i>	6.5 Million	85.8 Million	92.3 Million
<b><u>TOTAL:</u></b>	<b><u>\$14.1 Million</u></b>	<b><u>\$ 87.8 Million</u></b>	<b><u>\$101.9 Million</u></b>

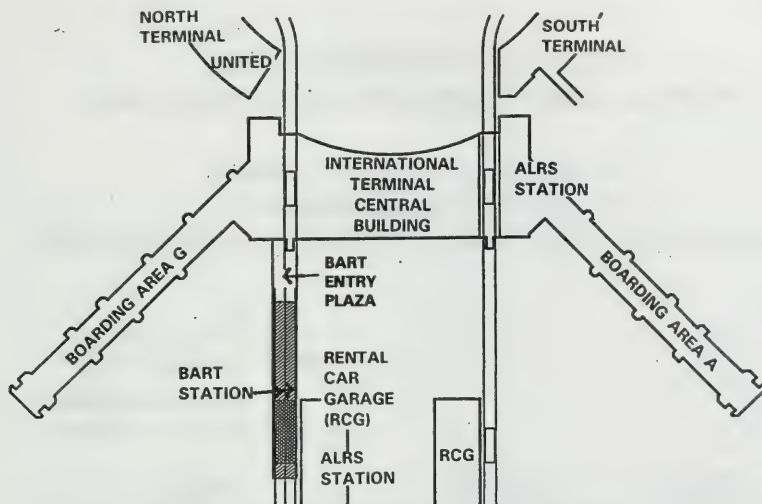
**SCHEDULE IMPACTS:** Insignificant Changes to Pies, Foundations, Structural Framing, and Building Construction Packages for IT. Employ by Bid Addenda & Unit Cost Methods. No delays on the Airport Master Plan.

### IMPACTS ON BART PROJECT:

- **OPERATIONS:** Can't work without 3 Track and 2 Platforms, Due to Limiting Factors of Track Geometrics in Front of Station.
- **PASSENGER CONVENIENCE:** Greater Walking Distances to International Terminal; Walking Distance to United Increased to Point Where Travelers will Most Likely Ride ALRS; Station Outside the International Terminal – (perceived as much further away from their destinations.) May not be able to provide convenient transfer to ALRS.
- **COSTS:** Within Established Budget Cost Parameters
- **ENGINEERING/CONSTRUCTABILITY:** Meets BART's Criteria; Integration with SFIA Master Plan Projects Essential



# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT IMPACTS OF BART AERIAL WYE-STUB ALIGNMENT ON SFIA MASTER PLAN PROJECTS



## OPTION X: BART STATION AT ELEVATION 44 FT OUTSIDE INTERNATIONAL TERMINAL

### IMPACTS ON SFIA MASTER PLAN PROJECTS

**FUNCTIONAL IMPACTS:** NONE; Minor Impacts on ALRS Alignment; Redesign Required for RCG

#### ESTIMATED COSTS:

	ENGINEERING	CONSTRUCTION	TOTAL
• <i>Preserve BART Aerial Trace:</i>	\$ 7.6 Million	\$ 2.0 Million	\$ 9.6 Million
• <i>Integrate BART Line &amp; Station:</i>	6.5 Million	85.8 Million	92.3 Million
<b><u>TOTAL:</u></b>	<b><u>\$14.1 Million</u></b>	<b><u>\$ 87.8 Million</u></b>	<b><u>\$101.9 Million</u></b>

**SCHEDULE IMPACTS:** Insignificant Changes to Piles, Foundations, Structural Framing, and Building Construction Packages for IT. Employ by Bid Addenda or Unit Cost Methods. No delays on the Airport Master Plan.

#### IMPACTS ON BART PROJECT:

- **OPERATIONS:** Can't work without 3 Tracks and 2 Platforms, Due to Limiting Factors of Track Geometrics in Front of Station.
- **PASSENGER CONVENIENCE:** Greater Walking Distances to International Terminal; Walking Distance to United Increased to Point Where Travelers will Most Likely Ride ALRS; Station Outside the International Terminal – (perceived as much further away from their destinations.) May not be able to provide convenient transfer to ALRS.
- **COSTS:** Within Established Budget Costs Parameters
- **ENGINEERING/CONSTRUCTABILITY:** Meets BART's Criteria; Integration with SFIA Master Plan Projects Essential

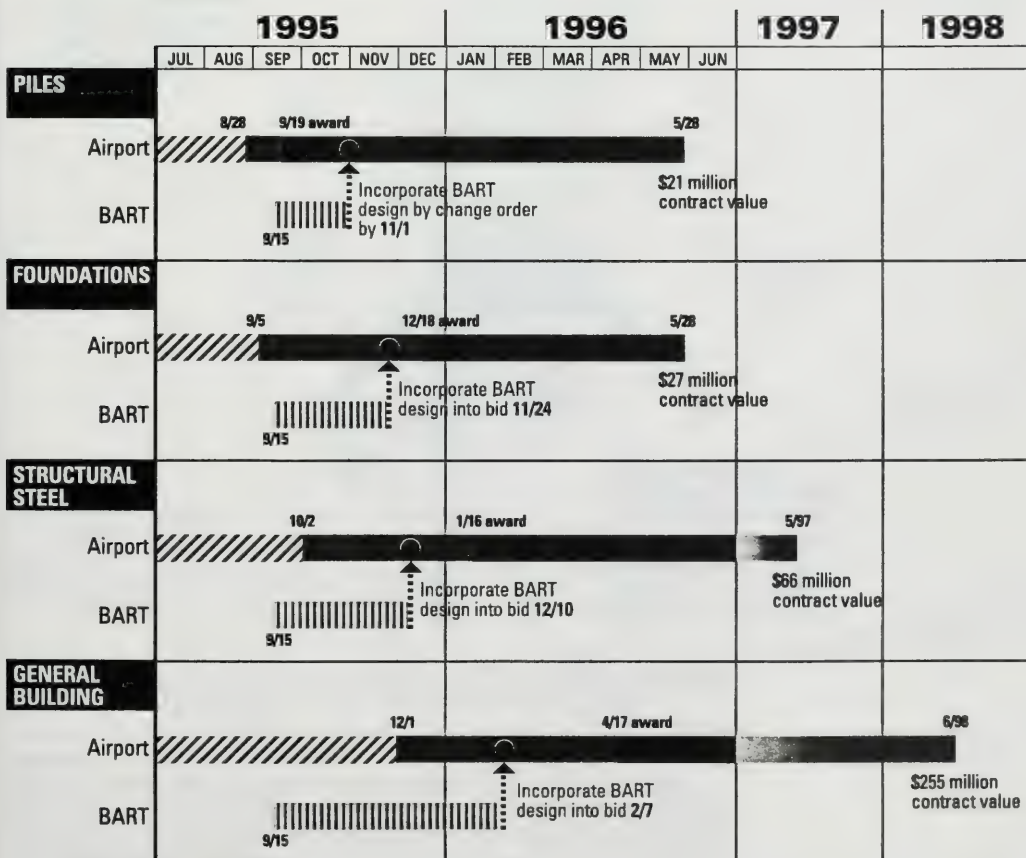




# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT

## IMPACT OF BART'S OPTION "B" ON THE AIRPORT'S SCHEDULE FOR INTERNATIONAL TERMINAL CONSTRUCTION PACKAGES

\\\ Design phase — SFIA  
 ||||| Design phase — BART  
 ■ Bidding phase  
 ■ Construction phase







# BART EXTENSION INTO THE SAN FRANCISCO INTERNATIONAL AIRPORT

## WALKING DISTANCES FROM BART STATION TO AIRLINE TERMINALS

### Walking time to Central Terminal from BART station proposed by:

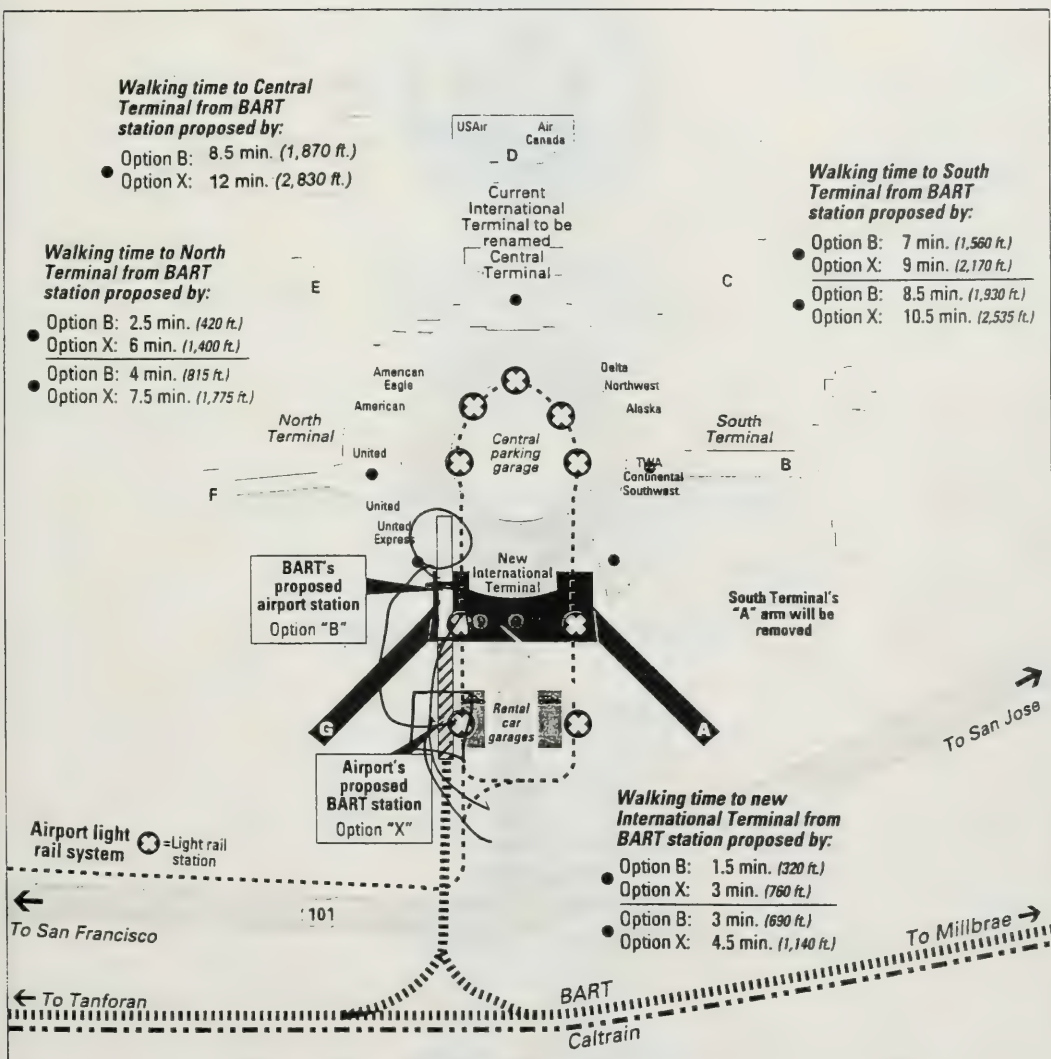
- Option B: 8.5 min. (1,870 ft.)
- Option X: 12 min. (2,830 ft.)

### Walking time to North Terminal from BART station proposed by:

- Option B: 2.5 min. (420 ft.)
- Option X: 6 min. (1,400 ft.)
- Option B: 4 min. (815 ft.)
- Option X: 7.5 min. (1,775 ft.)

### Walking time to South Terminal from BART station proposed by:

- Option B: 7 min. (1,560 ft.)
- Option X: 9 min. (2,170 ft.)
- Option B: 8.5 min. (1,930 ft.)
- Option X: 10.5 min. (2,535 ft.)



### NOTES:

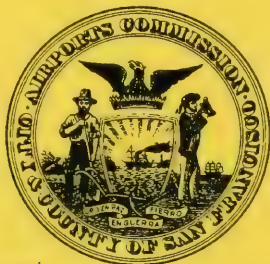
Walking distances are measured from mid-point of BART station platform;  
walking times are computed using 250 and 100 feet per minute speed rates  
for walking at the same level and changing floors via escalators, respectively.

- Nearest airline ticket counter
- Airline terminal mid-point



SF  
A45  
#2  
9/5/95

# **SAN FRANCISCO AIRPORTS COMMISSION**



DOCUMENTS DEPT.  
OCT 13 1995  
SAN FRANCISCO  
PUBLIC LIBRARY

## **MINUTES**

**September 5, 1995**

**9:00 A.M.**



**ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO**

**FRANK M. JORDAN, MAYOR**

## **COMMISSIONERS**

**L. ANDREW JEANPIERRE  
President**

**MARIE K. BROOKS  
Vice President**

**MICHAEL S. STRUNSKY**

**ROLAND A. QUAN**

**LARRY MAZZOLA**

**LOUIS A. TURPEN  
Director of Airports**

**SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128**



Index of the Minutes  
Airports Commission  
September 5, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Special meeting of August 22, 1995	95-0220	3
D.		ANNOUNCEMENT BY SECRETARY:		3
E.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	1.	Rent Credit for United Air Lines to Relocate Utilities on Behalf of the Airport	95-0221	4
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	2.	Advance Approval of Noise Easements - FY 1995/96	95-0222	4-5
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	3.	Award Contract 3476 - Solid Waste Management	95-0223	5-6
	4.	Design Approval of North Terminal Specialty Retail	95-0224 95-0225	6
	5.	Travel/Training for FY 1995/96	95-0226	6
H.		NEW BUSINESS:		
		Concourse H		6-7



I.	CORRESPONDENCE:	7
J.	CLOSED SESSION:	7
	Settlement: CCSF v Hertz	
	Potential Litigation	
	Personnel (Director)	7
K.	ADJOURNMENT:	7





Minutes of the  
Airports Commission Meeting  
September 5, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 428, War Memorial Building, San Francisco, Ca.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the special meeting of August 22, 1995 were adopted by order of the Commission President.

No. 95-0220

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:	In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 95-0219 regarding settlement of a claim against Majestic Construction at the closed session of August 22, 1995.
-------------------------------	--

\* \* \*

E. ITEMS RELATING TO MASTER PLAN PROJECTS:



Item No. 1 was adopted unanimously.

1. Rental Credit for United Air Lines for Relocation of Utilities on Behalf of the Airport

No. 95-0221

Resolution approving a rent credit to United Air Lines, Inc. for a maximum of \$4,852,203 for the actual receipted cost of relocating underground utility lines currently located on Plot 8E to Road R9 on behalf of the Airport.

Mr. John Martin, Deputy Director, Business and Finance explained that this rent credit is for work performed by United on behalf of the Airport for the Master Plan. The work will be funded from the Airport's Boarding Area G project and the west field cargo area.

Commissioner Strunsky asked if this includes hazardous waste mitigation.

Mr. Jackson Wong, Deputy Director, Facilities Operations and Maintenance said that the area has been investigated for hazardous waste contamination and appears to be fairly clean. We will have to negotiate in the event that there is contamination.

Commissioner Strunsky asked if there was a previous tenant in the area.

Mr. Martin responded that that area covers portions of American and Qantas space.

\* \* \*

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 2 was adopted unanimously.

2. Advance Approval of Noise Easements, FY 1995/96

No. 95-0222

Resolution approving in advance noise easements for home insulation pursuant to the Master Plan MOU.

Mr. Martin explained that this authorizes the Director to obtain easements and to advance funds of \$120-million.

Thus far the Airport has advanced \$24.7-million to the communities. The Airport has received a commitment from the FAA of \$22.9-million for the home insulation program. The cities have received commitments from the FAA of \$6.5-million.



Commissioner Strunsky noted that the process doesn't seem to move very quickly.

Mr. Martin responded that the community process is going very slowly in terms of gearing up for the insulation work. We have negotiated new procedures as outlined in page 2, wherein the Airport will only transfer 25% of the funding up front for design, and 75% of the funding when the actual construction contracts are awarded.

Commissioner Strunsky asked if the delay was due to reticence on the part of residents to do this work.

Mr. Turpen responded that it is not; it's the community gearing up to get the work done. There are 3,000 homes in the noise impact area. Our requirement is those be done first. There will not be a need to obtain another variance when the current one expires because there won't be any homes in the 65dbcnel area which have not been insulated.

The communities have geared up but funding has historically been questionable. Our commitment and our ability to provide continuous funding allows them to expand their program with some relative assurance that once they gear up to a certain level the funds will come through in a more predictable manner.

Mr. Turpen said that each community handles its own program. There has been some talk about setting up a joint powers authority where all communities would be combined for synergy and efficiency of scale. That has yet to materialize.

\* \* \*

G. **CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

Item Nos 3 through 5 were adopted unanimously.

3. **Award of Contract No. 3476 - Solid Waste Management**

No. 95-0223

Resolution awarding Contract No. 3476, Solid Waste Management, to the lowest qualified bidder, South San Francisco Scavenger Company, for \$403,984.10.

Commissioner Strunsky said that he does not understand the scope of this contract.

Mr. Wong responded that the compactors are loaded by the Airport's custodial staff. The contractor will supply the compactors and containers and will transport the material to the dumpsite. The fee will be by unit price based on tonnage. We are also



securing a recycling program under this contract.

Commissioner Strunsky said that Compactor D is in the new International Terminal area. He asked if we have negotiated a credit if Compactor D is not used.

Mr. Wong responded that it will probably be moved.

4. Design Approval - North Terminal Specialty Retail Concession Leases

No. 95-0224

No. 95-0225

5. Travel Training for FY 1995-96

No. 95-0226

\* \* \*

H. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

Commissioner Strunsky asked if we have heard anything from the airlines, specifically United, regarding their support of Concourse H.

Mr. Turpen responded that he has heard nothing yet but will check with them. It is his expectation that Concourse H will sell itself. He is looking forward to a positive response from the airlines.

Commissioner Strunsky said that since Mr. Turpen will be leaving in two weeks it would be helpful if a special effort could be made to end the conflict. He would like to see some written indication of airline support of Concourse H at the next meeting.

Commissioner Strunsky suggested that if the Commission selects an interim Director, that that person accompany Mr. Turpen to meetings to maintain continuity.

Commissioner Strunsky also suggested that the Commission consider passing a resolution, failing receipt of a commitment from the airlines, allocating \$25-million in Master Plan





funds for the design, foundation and column construction for Concourse H. The resolution would act as a 180 day notice to the airlines that the Airport is going to move forward with this project. It would show the airlines that this is the only option approved by this Commission. The funds could be part of the \$200-million commitment and could be funded and spent in the next couple of years to insure that the design for the Ground Transportation Center would support BART but would not do BART's actual work.

Commissioner Strunsky said that since there seems to be a political effort to stop progress on the entire Master Plan, he would hope that the opposing forces would not try and hold our entire construction project hostage for their desire for Option B. He hoped that Mr. Turpen would identify anyone who would stand in the way of progress and jobs that would come from construction of the Master Plan and exactly what the undermining effort would do to the people who are relying on the Master Plan for jobs and moving the Airport ahead, as well as to our schedule. He said that when people are waiting around to catch their flights they won't remember that some people tried not to make this happen.

\* \* \*

I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

J. CLOSED SESSION:

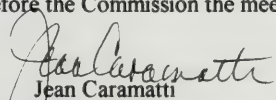
The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to confer with legal counsel regarding a settlement entitled CCSF vs Hertz; Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation; and, Government Code Section 54957 to discuss personnel matters (Director).

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

K. ADJOURNMENT:

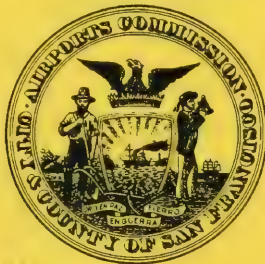
There being no further calendared business before the Commission the meeting adjourned at 9:15 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



3F  
A45  
#2  
1/19/95

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT

OCT 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

September 19, 1995

9:00 A.M.

✈ ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

LOUIS A. TURPEN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index of the Minutes  
Airports Commission  
September 19, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A court reporter's transcript is available upon request.				
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Regular meeting of September 5, 1995	95-0229	4
D.		ANNOUNCEMENT BY SECRETARY:		4
E.		SPECIAL ITEM:		
	1.	Sixty-Day Progress Report by the Board of Supervisors Budget Analyst on the Airport Audit		5
F.		DIRECTOR'S REPORT:		
	2.	Director's Close-out Report		5
G.		ITEMS INITIATED BY COMMISSIONERS:		
	3.	Commendation for Louis A. Turpen, Director of Airports	95-0228	6
H.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	4.	Award Contract 5500A - International Terminal Site & Piling	95-0230	6
	5.	Airport-Airline Master Plan MOU	95-0231	6
	6.	Award Contract 5826D - Plot 41 Hardstands, Phase D	95-0232	6



7.	Modification No. 1 of Professional Services Contract 5905 - Parsons Brinckerhoff Quade & Douglas, Inc. and Manna Consultants (PB/MC)	95-0233	6-7
8.	Modification No. 1 of Professional Services Contract 5900 with PARSONS-OPAC-AGS	95-0234	7
9.	Selection of "Ad Hoc" Auditors for Airport Airport Master Plan -\$200,00.00	95-0235	7
10.	Bid Call - Contract 5601-D - Utility Relocations, Phase II	95-0236	7
11.	Resolution Approving Design of Sculptural Light Reflectors	95-0237	7

**I. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:**

12.	BART's Request to Adopt BART's Standard for the Airport BART Station	95-0238	7-8
13.	Award of Agreement - Operator-Assisted Long Distance Service from Public Pay Telephones	95-0239	8

**J. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

14.	Award Contract 3225 - Boarding Area "F" Mechanical Rooms Improvement	95-0240	8
15.	Award Contract 2326R - Underground Storage Tank, Leak Detection System Improvement	95-0241	8
16.	Award North Terminal Crab & Seafood Lease	95-0242	8
17.	Award North Terminal Candy Store Lease	95-0243	9
18.	Modification to Contract with Johnson Higgins/ ARISCO (\$400,000.00)	95-0244	9
19.	Declaration of Emergency - Contract 1960C - Emergency Cable Replacement	95-0245	9
20.	Resolution Ratifying Personnel Actions	95-0246	9





K.	PUBLIC HEARING:	
	21. Hearing on Public Parking Rate Increases	9
L.	NEW BUSINESS:	10
M.	CORRESPONDENCE:	10
N.	CLOSED SESSION:	
	Settlement: Padia	
	Potential Litigation	
	Personnel (Director)	10
O.	ADJOURNMENT:	10



Minutes  
Airports Commission Meeting  
September 19, 1995

A complete court reporter's transcript is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:10 AM in Room 428 of the War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President Hon. Marie K. Brooks, Vice President Hon. Michael S. Strunsky Hon. Roland A. Quan
----------	---

Absent:	Hon. Larry Mazzola
---------	--------------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of September 5, 1995 were adopted by order of the Commission President.

No. 95-0229

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of Resolution No. 95-0227 regarding a settlement of litigation entitled CCSF v Coleman at the closed session of September 5, 1995.

\* \* \*



1. Sixty-Day Progress Report by the Board of Supervisors Budget Analyst on the Audit of the Airport - Oral Report

\* \* \*

F. DIRECTOR'S REPORTS:

2. Director's Close-out Report

Close-out report by the Director of Airports on the following subjects:

- BART
- Master Plan
- NEPA/ALP
- Bond Financing Program
- Airline Agreement on Master Plan
- Existing/New International Terminal - Common Use
- Project Agreement
- Traffic Management - Need to Mitigate
- Home Insulation
- State Noise Variance
- Hazardous Material
- Joint Powers Board
- Inspector General's Audit
- Supervisor Shelley's Audit Report
- Airport Hotel
- Courtyard Parking
- Miscellaneous

\* \* \*

G. ITEMS INITIATED BY COMMISSIONERS:

3. Commendation for Louis A. Turpen, Director of Airports

No. 95-0228

\* \* \*

H. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 4 through 11 were adopted unanimously.



4. Award of Contract No. 5500A - International Terminal Site & Piling

No. 95-0230

Award Contract 5500A International Terminal Site & Piling, in the amount of \$20,390,200.00 to Dillingham Construction, Inc. Work will include the furnishing and driving of precast concrete piling, including related site work, for the new International Terminal Building.

This activity, including the terminal complex and related demolition, removal, and relocation activities, is within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airports Commission on November 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental effects for the purposes of the California Environmental Quality Act (CEQA).

5. Airport-Airline Master Plan MOU

No. 95-0231

Resolution approving Airport-Airline MOU regarding the Airport Near Term Master Plan and related issues.

6. Award of Airport Contract No. 5826D - Plot 41 Hardstands - Phase D

No. 95-0232

Resolution awarding Contract 5826D Plot 41 Hardstands - Phase D to the lowest responsible bidder, Edward W. Scott Electric Company, Inc., in the amount of \$2,111,510.

7. Modification No. 1 of Professional Services Contract No. 5905 with Parsons Brinckerhoff Quade & Douglas, Inc. and Manna Consultants Inc. (PB/MC)

No. 95-0233

Resolution modifying Professional Services Contract 5905 for Inbound and Outbound





Ramps and Structures with PB/MC, and increasing the budget by \$1,176,450.00.

8. Modification No. 1 of Professional Services Contract No. 5900 with PARSONS-OPAC-AGS

No. 95-0234

Resolution modifying Professional Services Contract 5900 for Elevated Circulation Roads with PARSONS-OPAC-AGS, and increasing the budget by \$1,000,000.00.

9. Selection of "Ad Hoc" Auditors for Airport Master Plan - \$200,000

No. 95-0235

Resolution approving 1) the selection of "ad hoc" auditors for the Master Plan Program, and 2) a budget of \$200,000 for the Audit Program.

10. Bid Call - Contract No. 5601-D - Utility Relocations, Phase II

No. 95-0236

Resolution approving the scope, budget and schedule and authorizing the Director to call for bids.

11. Resolution Approving Design of Sculptural Light Reflectors

No. 95-0237

Resolution approving design of James Carpenter's "Sculptural Light Reflectors" for new International Terminal.

\* \* \*

I. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 12 and 13 were adopted unanimously.

12. BART's Request to Adopt BART's Standard for the Airport BART Station

No. 95-0238

Resolution incorporating BART's Passenger Service Quality Standard in the design of the



BART station at SFIA. Resolution also authorizes the Director to proceed with design studies of a BART station at the Airport.

13. Award of Agreement - Operator-Assisted Long Distance Service from Public Pay Telephones

No. 95-0239

Resolution awarding Agreement for Operator-Assisted Long Distance Service from Public Pay Telephones to AT&T Corp. the at a minimum first year guarantee of \$1,361,000.

\* \* \*

J. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 14 through 20 were adopted unanimously.

14. Award of Contract No. 3225 - Boarding Area "F" Mechanical Rooms Improvement

No. 95-0240

Resolution awarding Contract 3225, Boarding Area "F" Mechanical Rooms Improvement to Nutek Construction, in the amount of \$350,000.00.

15. Award of Contract No. 2326R - Airport Underground Storage Tank, Leak Detection System Improvement

No. 95-0241

Resolution awarding Contract 2326R, Underground Storage Tank, Leak Detection System Improvement to Tank Protect Engineering of Northern California, Inc., in the amount of \$127,200.00.

16. Award of North Terminal Crab and Seafood Lease

No. 95-0242

Resolution awarding North Terminal Crab and Seafood Lease to Tan Enterprises, Inc.



17. Award of North Terminal Candy Store Lease

No. 95-0243

Resolution awarding North Terminal Candy Store Lease to ABC Cigar Company, Inc.

18. Modification to Contract with Higgins/ARISCO (\$400,000)

No. 95-0244

Resolution approving modification to contract for reimbursement of 5 year costs of safety incentive awards.

19. Declaration of Emergency - Contract 1960C - Emergency Cable Replacement

No. 95-0245

Resolution ratifying the action of the Commission President in declaring an emergency and directing the Director to effect the necessary repairs (\$649,000.00).

20. Resolution Ratifying Personnel Actions

No. 95-0246

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

K. PUBLIC HEARING

21. Hearing on Public Parking Rate Increases

Hearing regarding change in short-term daily rate from \$20 to \$22; valet daily rate from \$27 to \$30; Lot D long-term daily rate from \$10 to \$11; and various restructuring of rates for certain durations.

\* \* \*



L. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

\* \* \*

M. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

N. CLOSED SESSION:

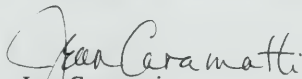
The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to confer with legal counsel regarding the consideration of a settlement of unlitigated claim entitled Angela Padia; Government Code Section 54956.9(b) to confer with legal counsel regarding potential litigation; and Government Code Section 54957 to discuss personnel matters (Director).

The Commission announced the settlement of an unlitigated claim entitled Anglea Padia.

\* \* \*

O. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 12:03 PM.

  
Jean Caramatti  
Commission Secretary





J.P. Lane Hurlbert  
22715 Stevens Creek Blvd., #3  
Cupertino, CA 95014  
408/777-8798

September 15, 1995

San Francisco International Airport  
Post Office Box 8097  
San Francisco, CA 94128

RE: **RE**remote **S**atellite **T**erminal **O**ption  
Intermodal **T**ransportation **S**tation West of 101

Dear SFO Airport Commission:

Before voting on whether or not to allow BART to enter onto airport property and connect to the terminal via a complex set of elevators, escalators and moving sidewalks at a make-shift intermodal transit link, please answer the following questions:

- Putting politics aside, what is the best alternative option and solution for the Airport, BART and Caltrain?
- Why did the Airport, BART and Caltrain approve an intermodal transportation station on the west side of 101 in 1992? What or who had changed their minds? Why?
- Does BART's plan fall in line with the federal guidelines of the intermodal surface transportation efficiency act (ISTEA)?
- Would it be more practical to bring the Airport to BART via a REremote Satellite Terminal Option (RESTOP), rather than bring BART to the Airport?
- Is the BART "wyee" plan the most efficient plan of all options?



Page 2

- ➔ Is BART's plan the most economically feasible option?
- ➔ How much will it cost for BART to go "the extra mile?"
- ➔ Is there a backup system in the event that BART breaks down in the "weye" section (i.e., earthquake, terrorist or mechanical)?
- ➔ Will the vital Peninsula Caltrain Corridor be severed from downtown San Francisco because of BART's plans?
- ➔ Would a light rail or people mover system be more cost effective, efficient and reliable than the "weye" BART terminal option?
- ➔ Will an Environmental Impact Report of the BART extension show a greater environmental impact on the community than a REMote Satellite Terminal that would link BART, Caltrain and a people mover that is less than one mile away from the Airport?

I urge the Airport Commission to vote in favor of an intermodal transportation station and REMote Satellite Terminal on the west side of 101 that would connect the Airport, BART and Caltrain in the most efficient, cost-effective manner. **By voting against BART coming directly into the Airport, you will be voting for the Community.** The Community will thank you for years to come.

Sincerely,

J.P. Lane Hurlbert

Enclosure



J.P. Lane Hurlbert  
Independent Transportation Studies  
22715 Stevens Creek Blvd., #3  
Cupertino, CA 95014  
408/777-8798

September 15, 1995

San Francisco Chronicle  
"Letters to the Editor"  
901 Mission Street  
San Francisco, CA 94103  
Fax: 415/512-8196

RE: Response to "BART's Fair Compromise" (Editorial Page 9/15/95)

Question: How to Save a Billion Dollars?

Answer: Bring the Airport to BART!

The perfect solution for the Airport, BART and Caltrain is as simple as **A B C . . .**

- A** Let SFO bring the Airport to BART and Caltrain via a REMote Satellite Terminal and Intermodal Transportation Station on the west side of 101, using a Disney-like light rail link.
- B** Let BART build an elevated station over the planned Airport Caltrain station on the west side of 101. By doing this, BART will save one billion (\$1,000,000,000) dollars it plans to spend to go "the extra mile" and still end up short of the terminal (leaving transit riders a 5-10 minute arduous journey to reach a ticket counter).
- C** Let Caltrain continue its plans for a downtown extension, electrification, separation and system upgrade, while sharing a common airport terminal stop with BART on the west side of 101.

Once again, this plan is as simple as **A B C**. It follows the federal guidelines of the Intermodal Surface Transportation Efficiency Act (ISTEA), it is cost effective, it is less expensive, it is environmentally friendly, it is structurally sound and it is a perfect compromise. Not only is it fair -- IT'S IDEAL!

In addition, this IDEAL plan will allow for incremental extensions of each system in the years that follow, while allowing each system to remain independent of the other --



Page 2

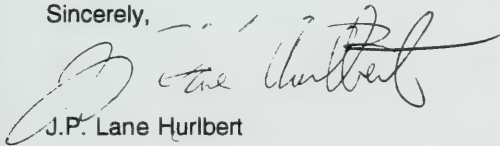
systems that are mutually exclusive, yet, interconnected have three dimensional flexibility.

In conclusion, I respectfully request that the Airport Commission deny BART's plan to enter onto Airport property. In favor of a more efficient, less expensive, and cost effective solution -- the Intermodal Transportation Station and REMote Satellite Terminal Option.

Finally, after 23 years of planning and 93 options, now is not the time to compromise by accepting a middle-of-the-road, last minute, dead end, "wye" BART option. Now is the time to stand up and be counted -- Just say no to BART!

The future is in your hands.

Sincerely,

A handwritten signature in dark ink, appearing to read "J.P. Lane Hurlbert", with a long, sweeping horizontal stroke extending to the right.

J.P. Lane Hurlbert

Enclosure





The

SFO / BART / CALTRAIN

**RE**remote **S**atellite **T**erminal **OP**tion

**I**ntermodal **T**ransit **S**tation

and

Retail Pavilion Concept

A

Win-Win-Win

Solution!

by

J.P. Lane Hurlbert  
22715 Stevens Creek Blvd.  
Cupertino, CA 95014  
408/777-8798

9/85



Imagine, if you will, a sleek new monorail winding its way around the airport, stopping at each terminal on its way, and then spanning the 101 corridor to connect with BART and Caltrain at an all new user-friendly transportation station. Not just any regional transit connection. A hybrid. An all-weather retail pavilion, intermodal transportation station and ground access link. A grand central station, if you will. The REremote Satellite Terminal Option (RESTOP). Everyone would benefit from this one stop-satellite terminal. Airport employees, BART riders, Caltrain riders and the community. The airport employees, who number in the thousands, would have a direct link to various airport employment centers in the monorail system. Anyone with access to BART or Caltrain would have direct access to SFO via the Disney-like monorail/people mover. The airport would have an added margin of safety and security by providing check points at the REremote Satellite Terminal, and the community would benefit from the added jobs that the RESTOP would provide and from the reduced noise, smog and traffic. In addition, the REremote Satellite Terminal would not only act as a transit hub, but also a retail pavilion ground transportation center. One could drop off his or her laundry, pick up some flowers, rent a car or go shopping. The community would be the judge of the vendors and the services provided. The best part is that by combining the economic resources of the airport, BART and Caltrain, the result is the least expensive and the most cost effective option.

At this time, there are several organizations who have many ideas with regard to connecting the airport to BART and Caltrain. The goal is for each organization to agree on one idea - the best idea - and channel these resources accordingly. In this case, the REremote Satellite Terminal Option is the best idea. A grass roots organization in favor of a similar option is the Coalition for a One-Stop Terminal (COST). Any urban and transportation planner, environmentalist, or cost analyst would agree that a one-stop terminal provides the most "Intermodal Surface Transportation Efficiency" at the least cost to the environment and the economy, and the greatest benefit to society and the community. Case closed. Some would argue, why not drive BART right into the heart of the airport. At first blush, this "sounds" good, but upon further analysis one would find that it would sever the Caltrain peninsula route from Gilroy to San Francisco. If BART goes into SFO, the airport will lose, Caltrain will lose, and communities will lose.



The airport would lose because it would cause years of costly delays for the new international terminal in addition to traffic flow constrictions because of construction, not to mention an added terrorist threat to airport security. Caltrain would lose because it would be decapitated, cut off from San Francisco and the downtown extension. Communities would lose because they would be forced to switch from Caltrain to BART (and pay more \$) to reach downtown San Francisco or to go to the airport. In addition, the commute would take longer. BART would lose because it would waste billions of dollars to go the extra mile into the airport when the airport will pay for a monorail/people mover to connect with BART and Caltrain on the west side of 101 for pennies on the dollar.

Once more, the Satellite solution is one in which every player wins. In this case, the airport, BART and Caltrain officials have an opportunity to serve the community to the best of their ability, thus setting the stage for a 21st century transportation system that will play a leading role for years to come, thus providing a win, win, win solution for each of the players. This new station would be the first of its kind. First, in the respect that it would correct a major Pacific Rim airport, the 7th busiest in the world, to a state of the art airport tram system, a modern electric regional rapid transit system and a continuously improving commuter train system. What's more, the REmote Satellite Terminal Option (RESTOP) or the Coalition for a One Stop Terminal (COST) would provide a perfect foundation for retail leases, enterprise zones and business opportunities.

If the Airport, BART and Caltrain officials are interested in an international airport station that would be less expensive to build, less expensive to operate and self-perpetuating, then they are on the right track, if not, God help them.

I urge anyone who reads this article to call or write any of the following organizations or designated officials and to attend a meeting. If you get involved, you will make a difference. "I guarantee it!" -- J.P.



## Key Players

<b>SFO</b>	San Francisco International Airport Ron Wilson, Community Official John Costas, Planning & Construction	415/737-7701
<b>BART</b>	Bay Area Rapid Transit	510/464-6400
<b>CT</b>	CalTrain Chief of Rail Services Senior Transportation Planner	916/227-9488 510/286-4444
<b>PC/JPB</b>	Peninsula Corridor/Joint Powers Board SamTrans/San Mateo County Headquarters	415/508-6200
<b>COST</b>	Coalition for a One stop Terminal Michael Hansen	415/794-0615
<b>RESTOP</b>	REmote Satellite Terminal Option J.P. Lane Hurlbert  U.S. Senate, Barbara Boxer U.S. House of Representatives, Norm Mineta	408/777-8798  202/224-3121 202/225-3121





POLICY RESOLUTION

(No. 92-2)

OF THE CITY COUNCIL OF THE CITY OF MENLO PARK, STATE OF CALIFORNIA,  
SUPPORTING A CALTRAIN AIRPORT STATION AT SAN FRANCISCO INTERNATIONAL AIRPORT

WHEREAS, San Francisco International Airport has the most trip origins and destinations along CalTrain's route of any place in San Mateo County, and yet lacks a train station nearest to the Airport terminals; and

WHEREAS, ramps at the main entrance to the Airport would permit shuttle bus operations, from a CalTrain Airport Station over Highway #101 to the east airport property, to be established at minimum expense in a short time; and

WHEREAS, a CalTrain Airport Station would offer an attractive ground access to the Airport to reduce the numbers of cars on the roads and the need for their storage in the vicinity of the Airport, and, in turn, reduce residential and through-traffic in San Mateo County, improve levels of service, offer congestion relief and improve air quality and ambience.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED that the City Council of the City of Menlo Park, State of California, supports the development of a CalTrain Airport Station at the intersection of the extension of the main entrance mall of San Francisco International Airport with the CalTrain route, as shown on Exhibit "A" attached hereto, with construction and start of service at the earliest possible time and that, in conjunction therewith, bicycle and walking paths from San Anselmo Street and El Camino Real, a garage for secure bicycle parking and shuttle bus service from the CalTrain Airport Station to the Airport terminal buildings and other Airport locations also be considered.

BE IT FURTHER RESOLVED by the City Council of the City of Menlo Park, that a certified copy of this Policy Resolution be forwarded to the Airports Commission and Director of Airports, California Transportation Commission, City/Council Association of Governments (C/CAG), CalTrans/CalTrain Rail Service, Metropolitan Transportation Commission (MTC), Peninsula Rail Joint Powers Authority Board, San Mateo County Board of Supervisors, San Mateo County Transit District (Sam Trans) and the San Mateo County Transportation Authority.

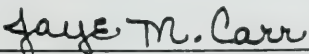
I, JAYE M. CARR, City Clerk of the City of Menlo Park, do hereby certify that the above and foregoing Policy Resolution was duly and regularly passed and adopted by the City Council of the City of Menlo Park at a meeting held by said Council on the 14th day of July, 1992 by the following vote:

AYES:	Councilmembers:	GRANT, McNAMARA, MORRIS and SLOCUM.
NOES:	Councilmembers:	NONE.
ABSENT:	Councilmembers:	SORENSEN.
ABSTAIN:	Councilmembers:	NONE.

I further certify that the foregoing is a true and correct copy of the original Policy Resolution on file in the office of the City Clerk of the City of Menlo Park, Civic Center, Menlo Park, California.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Menlo Park this 24th day of July, 1992.

((S E A L))

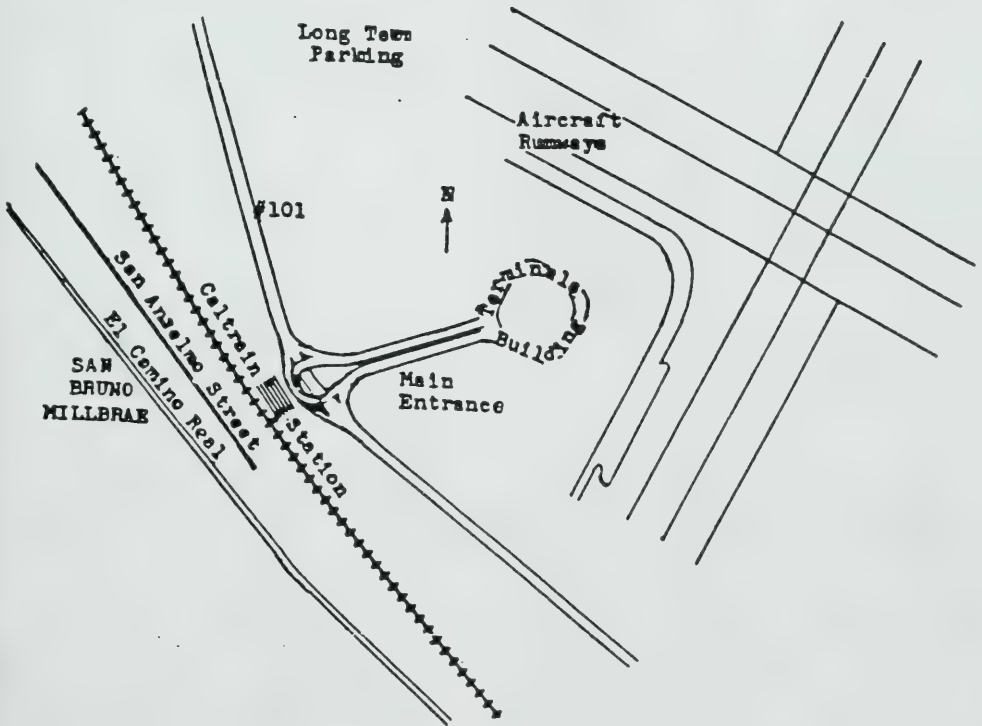
  
JAYE M. CARR, City Clerk



---EXHIBIT "A"---

(Policy Resol.No. 92-2)

# THINK RAIL TRANSPORT TO S.F. INTERNATIONAL AIRPORT!







## New Direction. New Opportunities.

RAIL TRANSPORT TO S.F. INTERNATIONAL AIRPORT

### BART, CALTRAIN, AND TROLRIES JOINED

#### In San Francisco

Meet the Issues and  
...Get the Answers

Choose the Best!

... Get the Best!

What is the best?

Caltrain, not Bart, in San Mateo County, with Caltrain Airport Station opposite the main entrance to the Airport. Caltrain will connect ground level with Muni Metro electric light rail train in S.F. at 7th & Channel aquatic park. 12 minutes train ride to Embarcadero Bart/cable car. 31 minutes train travel from Market St to S.F. Airport using Muni Metro Rail & Caltrain!

How can we have this?

Speak up for Caltrain,

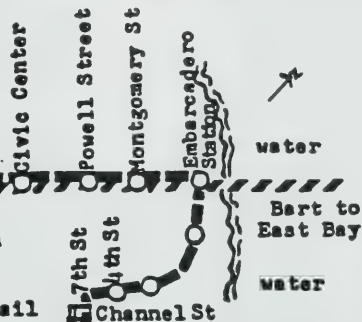
No Build Bart

Reject all the Bart scenarios.

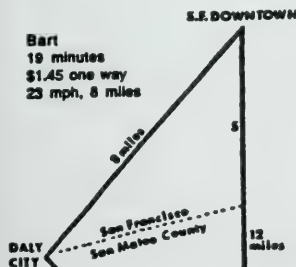
Electric  
Muni Metro  
Rail - 40 mi  
in S.F. →

Bart to/from  
Daly City

Muni Metro Rail  
extended in a  
boulevard to  
Caltrain.  
\$14 million  
to 4th St  
(present  
terminal)  
and \$20 million to SF-chosen new depot at  
7th & Channel Sts. Fully SF funded,  
Fully approved.



Travel Times from/to  
Embarcadero Station:  
Civic Center 5 min.,  
4th St. 9 min., 7th  
St. 12 min., S.F.  
Airport 31 minutes.



x 2:  
38 minutes  
\$2.90 one way, 16 miles  
\$1,000,000,000, from  
San Mateo County & taxed!

Caltrain  
23 minutes  
\$1.50 one way  
31 mph, 12 miles  
\$1,000,000 for station  
and road to ramps, add'l for  
people mover/shuttle buses.  
S.F. Airport will pay for all

Average velocities:  
Bart - 32 mph, Caltrain 40 mph.

1/10/90 revised 3/10/91, 10/31/94

#### CLEAN AIR TRANSPORT SYSTEMS

Association of Civic Shareholders  
Transportation and Air Status Solutions  
Dr. Nancy Jewell Cross, Chief Executive Officer  
(415) 261-0425 : 95 San Benito Av  
Atherton, CA 94027-1931

For air quality,  
transport efficiency,  
popularity, economy,  
and fiscal practicality,  
well-informed people  
are saying:

#### "CALTRAIN AIRPORT STATION NOW!"

A little house, 24-hours lighted,  
no cars parking—only airport shuttle-  
buses frequently connecting over  
#101 ramps.

Save carparking fees, fines,  
hazards.

Can be operational in a few  
months without federal/state funds  
or new local taxes. Cost: \$1,000,000,  
estimated.

What about the people mover?  
S. F. Airport offers to Caltrain at  
Millbrae opposite the main entrance  
a new Caltrain Airport Station and  
a people mover to the terminals and  
maintenance base connected, on its  
own land and entirely at the expense  
of the airport, and a free shuttle bus  
meeting every Caltrain in the interim  
until the people mover is operating!







## AIRPORT STATION - WHERE AND WHAT?

Two heavy rail lines conjuncting at Millbrae Av with a 10-story structure over 5 acres for 5000 cars, and other cars regionally drawn to Bart end of the line settling like locusts over the streets of Millbrae.

The station would be too far from the airport terminal buildings and maintenance base to attract people to use either Bart or Caltrain for airport destination, so the main use would be for people coming to Millbrae by car to board Bart for Daly City and vicinity and east bay destinations.

Why not for downtown San Francisco destination? Answer: As early as the fall of 1996 when Muni Metro Rail is anticipated to connect Caltrain to Bart and Market Street--long before Bart could be built to Millbrae--it will take less time to get to downtown San Francisco by using Caltrain plus Muni Metro light rail than using Bart from Millbrae via Daly City--31 versus 38 minutes.

Average velocities:

Bart - 32 mph, Caltrain 40 mph.

How to do it:

1. A cyclist locks her/his bicycle in place at one of 50 gates of the garage.

2. The computer-controlled robot crane picks up the bicycle and takes it to storage space inside the garage.

3. A returning cyclist inserts a magnetic card into the user kiosk--similar to automated teller machines at banks, and is notified of the parking charge. Once payment is made a digital display tells the cyclist the gate number where her/his bicycle will soon be found.

4. The robot-crane retrieves the bicycle and deposits it at the proper gate.

Or

One heavy rail line, Caltrain, with an Airport Station located opposite the main entrance to the airport terminal buildings.

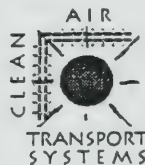
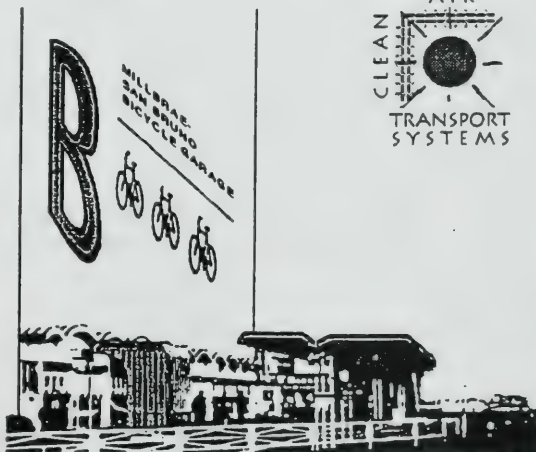
To see where it would be just imagine a longitudinal line in the entranceway extended to the Caltrain tracks.

At that location build a station and a garage for bicycles.

Connect them by paths from San Anselmo St and El Camino Real. Trails to rails. No cars parking at this location. Cars can park at the airport as now.

People who come by train, foot, and bicycle will be whisked to terminals, maintenance base, and other airport locations by the mini-electric train included in the Airport Master Plan.

Here is a picture of what the bicycle garage here could look like based on a 12-story computer-controlled bicycle-parking garage at Kasukabe City near Tokyo which holds over 1500 bicycles.



Welcome to  
Millbrae Chamber of Commerce  
Breakfast at Lyon's on 10/20/94.

**CLEAN AIR TRANSPORT SYSTEMS**

Association of Civic Shareholders

Transportation and Air Status Solutions

Dr. Nancy Jewell Cross, Chief Executive Officer

(415) 261-0425 : 95 San Benito Av

Atherton, CA 94027-1931





# California State Senate



STATE SENATOR  
**QUENTIN L. KOPP**  
EIGHTH SENATORIAL DISTRICT  
REPRESENTING SAN FRANCISCO AND SAN MATEO COUNTIES

September 19, 1995

Hon. L. Andrew JeanPierre  
President  
San Francisco Airports Commission  
P.O. Box 8097  
San Francisco International Airport  
San Francisco, California 94128

Dear Commissioner JeanPierre:

I write to urge the Airports Commission to adopt BART's Concourse Q plan and implement BART's Passenger Service Quality Standards in the design of the BART station in San Francisco International Airport.

An opportunity to provide San Francisco and the entire Bay Area with the most convenient transit connection in the world now exists. At last, Concourse Q provides San Francisco International Airport with an integrated rapid transit alignment and incorporation of the BART station into the International Terminal and creates the foremost train-to-plane connection in the world. Upon your approval of the plan, unified efforts to consummate BART service into San Francisco International Airport can begin.

Concourse Q has distinct and tangible attributes not afforded in earlier options. It guarantees easy access to and from the terminals by reason of four compelling improvements:

- (1) Construction by the Airport of an immediate baggage "check-in" facility for over 60% of BART riders.
- (2) Elimination of one escalator/elevator level and a consequent saving of at least a minute of walking time to and from ticket counters.

COMMITTEES  
TRANSPORTATION CHAIRMAN  
AGRICULTURE & WATER  
RESOURCES  
BANKING, COMMERCE AND  
INTERNATIONAL TRADE  
BUDGET AND FISCAL REVIEW  
LOCAL GOVERNMENT  
REVENUE AND TAXATION  
  
SELECT COMMITTEES  
DEFENSE BASE CLOSURES  
MARITIME INDUSTRY  
NORTHRIDGE EARTHQUAKE  
PLANNING FOR CALIFORNIA'S  
GROWTH  
STATE PROCUREMENT AND  
EXPENDITURE PRACTICES  
VOTING PRACTICES AND  
PROCEDURES  
  
SUBCOMMITTEES  
BUDGET AND FISCAL REVIEW  
SUBCOMMITTEE NO. 4 ON  
LEGISLATIVE EXECUTIVE  
BUSINESS TRANSPORTATION  
HOUSING AND GENERAL  
GOVERNMENT  
  
JOINT COMMITTEES  
JOINT COMMITTEE ON RULES



- (3) Addition of three moving sidewalks.
- (4) Elimination of the outside the International Terminal feature. The result is availability of BART service to over 60% of Airport passengers by no more than a four-five minute walk, thus complying with BART's requisite Passenger Service Quality Standard of matching or bettering any rapid transit-to-airport system in the world.

Approval of this plan, gives BART riders immediate baggage check-in and quick walking access to ticket counters without forcing most of its passengers to transfer or change levels, together with an integrated terminal BART station. Approval of the plan also allows the Airport to proceed without delay on its \$2,400,000,000 expansion, generating much needed jobs for our local economy.

It is incumbent upon the Airports Commission to honor the will of San Franciscans by incorporating the BART station in the International Terminal. This has been an objective supported widely in San Francisco and the entire Bay Area. I support it strongly. I am pleased that a satisfactory plan has been developed to honor the primary goal of furnishing passengers to and from the Airport and Airport employees with the most convenient and effective means of rapid transit service by rail. Concourse Q represents a world class transit operation which merits your enthusiastic approval.

Sincerely yours,

  
QUENTIN L. KOPP

QLK:dml





U.S. Department of  
Transportation

Office of the Secretary  
of Transportation

Associate Deputy Secretary

400 Seventh St., S.W.  
Washington, D.C. 20560

September 15, 1995

Mr. Richard A. White  
General Manager  
Bay Area Rapid Transit District  
800 Madison Street  
Oakland, CA 94707

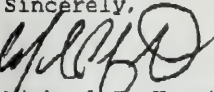
Dear Mr. White:

I was pleased to hear your report about the action taken by the BART Board of Directors at its September 12 Special Board Meeting. The emphasis on Passenger Service Quality Standards is an important step and will help focus discussion on what works best for the passengers that will use the systems.

Developing a Passenger Service Quality Standard that is world class, and urging the San Francisco Airports Commission to adopt this standard as the policy of the Airports Commission with respect to the design of a BART station in the San Francisco International Airport, will be a great accomplishment for the citizens of the Bay area. Such an approach offers great promise for applicability in other airport locations around the country to help realize the true value of rail transit/airport intermodal connections.

I will be following the response by the Airports Commission at its September 19 meeting, and am hopeful that they will act in the affirmative. The U.S. Department of Transportation is committed to intermodalism, and we view your project as one of the most significant rail/air intermodal transportation investment programs in the Nation.

Sincerely,



Michael F. Huerta  
Associate Deputy Secretary  
Director, Office of Intermodalism





**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

Associate Deputy Secretary

400 Seventh St., S.W.  
Washington, D.C. 20560

September 15, 1995

Mr. Richard A. White  
General Manager  
Bay Area Rapid Transit District  
800 Madison Street  
Oakland, CA 94707

Dear Mr. White:

I was pleased to hear your report about the action taken by the BART Board of Directors at its September 12 Special Board Meeting. The emphasis on Passenger Service Quality Standards is an important step and will help focus discussion on what works best for the passengers that will use the systems.

Developing a Passenger Service Quality Standard that is world class, and urging the San Francisco Airports Commission to adopt this standard as the policy of the Airports Commission with respect to the design of a BART station in the San Francisco International Airport, will be a great accomplishment for the citizens of the Bay area. Such an approach offers great promise for applicability in other airport locations around the country to help realize the true value of rail transit/airport intermodal connections.

I will be following the response by the Airports Commission at its September 19 meeting, and am hopeful that they will act in the affirmative. The U.S. Department of Transportation is committed to intermodalism, and we view your project as one of the most significant rail/air intermodal transportation investment programs in the Nation.

Sincerely,

Michael E. Huerta  
Associate Deputy Secretary  
Director, Office of Intermodalism





11  
11/2/95

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

NOV 13 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

October 3, 1995

9:00 A.M.



ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE

Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index of the Minutes  
Airports Commission  
October 3, 1995

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of October 3, 1995	95-0248	3
D.		ANNOUNCEMENT BY SECRETARY:		3
E.		ITEMS INITIATED BY COMMISSIONERS:		4
F.		ITEMS RELATING TO THE MASTER PLAN:		
	1.	Bid Call - Contract 5500C - International Terminal Structural Steel	95-0249	4-5
	2.	Design Approval - Sculpture at New International Terminal	95-0250	5-7
G.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	3.	Award Contract 3302 - Central Plant Hot Water Generators - Nitrogen Oxide Reduction & Improvements	95-0251	7-8
	4.	Approve Increases in Public Auto Parking Rates	95-0252	8-9
H.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	5.	Award Contract 2324 - Airport Waste Management - Soil Disposal	95-0253	9-10
	6.	Award Professional Services Agreement - Water Testing & Analysis - Clayton Environmental Consultants, Inc.	95-0254	10



7.	Agreement with San Mateo County Designating SFIA as EMT-Paramedics Service Provider	95-0255	10
8.	Exercise First One-year Option - Western Motives Lingerie & Haberdashery Shop Lease	95-0256	10
I.	NEW BUSINESS:		10
J.	CORRESPONDENCE:		10
K.	CLOSED SESSION:		
	Personnel: Position of Director		10
L.	ADJOURNMENT:		10



Minutes of the  
Airports Commission Meeting  
October 3, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan

Absent:	Hon. Larry Mazzola
---------	--------------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of September 19, 1995 were adopted by order of the Commission President.

No. 95-0248

\* \* \*

D. ANNOUNCEMENT BY SECRETARY:	In accordance with the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of Resolution No. 95-0247 regarding a settlement with Angela Padia at the closed session of September 19, 1995.
-------------------------------	---

\* \* \*





E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

\* \* \*

F. ITEMS RELATING TO THE MASTER PLAN:

Item Nos. 1 and 2 were adopted unanimously.

1. Bid Call - Contract No. 5500C - International Terminal Structural Steel

No. 95-0249

Resolution approving the scope, budget, and schedule for Contract No. 5500C, International Terminal Structural Steel, and authorizing the Director to call for bids when ready.

This activity is within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airports Commission on November 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

Mr. Gene Bordegaray, Administrator, Bureau of Planning and Construction explained that the International Terminal Complex is being bid in seven different fast track contracts. Contract No. 5500A, a piling contract, has already been bid and awarded on September 19. Bids for the foundations package, Contract No. 5500B, will be received on October 24.

Approval is being sought today for Contract No. 5500C, Structural Steel for the International Terminal. He expects to go out to bid in early December.

Commissioner Strunsky asked if this was going to be bid as a unit price contract.

Mr. Pete Bittenbender, Project Manager, responded that this bid was based on a completely designed structure.



Commissioner Strunsky assumed that unit prices will be included for changes and additions.

Mr. Bittenbender responded that it is not. There will be an allowance for unforeseen conditions. Errors or additions must be dealt with as a change order and will require Commission approval.

Commissioner Quan asked if it is possible in the future to include information on the total projected cost for the International Terminal and a list of the contracts that have been awarded.

Commissioner Jeanpierre noted that the Commission receives a quarterly report.

Mr. Bordegaray responded that he can provide the Commission with a spread sheet on the distribution of the costs for the entire package and the status of award for the various packages. This information can be included in future packages.

Commissioner Quan indicated that he only needed this information for the larger projects that have multiple contracts.

Commissioner Strunsky asked if staff has any idea as to the number of bidders for the concrete and footing foundation contract.

Mr. Bittenbender responded that as of yesterday afternoon we had ten.

2. Design Approval for Sculpture at New International Terminal

No. 95-0250

Resolution approving design of James Carpenter's "Sculptural Light Reflectors" for new International Terminal.

Mr. Bordegaray explained that James Carpenter's "Sculptural Light Reflectors" will be placed in the glass skylights of the new International Terminal.

Ms. Pontious reminded the Commission that it gave conceptual approval to this project several months ago. The artist is now involved in construction documents. Part of the structural support has been included in Skidmore's bid package.

Ms. Pontious suggested that the Commission may want to examine the model. She explained that since Skidmore changed the design to a nonsprinklered space,



the material has been changed from cast fiberglass to a polycarbonate material. The new material is very durable and is actually designed for exterior use.

Mr. James Carpenter explained that there are five pieces in the center section. The drawings show a three dimensional view showing light diffusers. The diffusers will control direct sunlight coming into the building in the daytime, creating a volume of diffused light in the room as opposed to direct light. At night the skylights will be lit from below and will become diffusers or reflectors.

Commissioner Brooks asked how large the pieces were.

Mr. Carpenter responded that each of the five skylights are 180 feet long and 30 feet wide at their widest point.

Commissioner Brooks asked about the seismic stability of the piece.

Ms. Pontious responded that the structural calculations and design for the attachment, both to the building and the panels to the structure itself, are being engineered by Skidmore.

Commissioner Quan asked about the maintenance requirements.

Ms. Carpenter responded cables will be dropped to the floor through openings in the roof. Scaffolding can then be lifted to the skylights for cleaning. He did not imagine maintenance to be more frequent than every three or four years, and at that it will require dusting as opposed to washing.

Commissioner Strunsky noted that Mr. Carpenter has been referring to four skylights as opposed to the five indicated in the drawings.

Mr. Carpenter responded that they have been carrying five in the drawings but there is a concern that we might not be able to afford five. The four interior pieces are critical for the sun shading and heating and ventilation for the space. The exterior piece will provide some shading on the front curb, but its function is different than that of the interior pieces.

Commissioner Jeanpierre asked Jason to do a follow-up report on this.

Commissioner Strunsky said that he would hate this concept to be diminished by eliminating a skylight.



Ms. Ponnious explained that the piece in question is for the exterior. Four skylights will be placed in the interior.

Commissioner Strunsky asked Mr. Yuen if the Commission can approve this within the budget.

Mr. Yuen responded that the Commission should approve this item today and allow the artist to move ahead with the drawings. These drawings are part of Skidmore's drawings.

Commissioner Quan wanted to know who will make the decision on the number of skylights.

Ms. Ponnious responded that the Art Commission will decide. The decision will be based on the Art Enrichment budget for the International Terminal.

Commissioner Quan wondered if the Airport shouldn't have a say in this decision.

Commissioner Strunsky said that now that he understands that one skylight is to be located outside the building, he is no longer concerned.

\* \* \*

## G ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE

Item Nos. 3 and 4 were adopted unanimously.

### 3 Award Contract No. 3302 - Central Plant Hot Water Generators Nitrogen Oxide Reduction & Improvements

No. 95-02

Resolution awarding Contract 3302, Central Plant Hot Water Generators Nitrogen Oxide Reduction and Improvements, to the lowest qualified bidder, San Luis Gonzaga Construction in the amount of \$564,500.00.

Mr. Jackson Wong, Deputy Director, Facilities Operations and Maintenance explained that this contract will supply hydrogen oxide to the hot water generator system and will meet the Bay Area Air Quality Management District's limits. The hot water generators supply heating and domestic hot water to the entire terminal area.





Ms. Pontious explained that the piece in question is for the exterior. Four skylights will be placed in the interior.

Commissioner Strunsky asked Mr. Yuen if the Commission can approve this within the budget.

Mr. Yuen responded that the Commission should approve this item today and allow the artist to move ahead with the drawings. These drawings are part of Skidmore's drawings.

Commissioner Quan wanted to know who will make the decision on the number of skylights.

Ms. Pontious responded that the Art Commission will decide. The decision will be based on the Art Enrichment budget for the International Terminal.

Commissioner Quan wondered if the Airport shouldn't have a say in this decision.

Commissioner Strunsky said that now that he understands that one skylight is to be located outside the building, he is no longer concerned.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 3 and 4 were adopted unanimously.

3. Award Contract No. 3302 - Central Plant Hot Water Generators Nitrogen Oxide Reduction & Improvements

No. 95-02

Resolution awarding Contract 3302, Central Plant Hot Water Generators Nitrogen Oxide Reduction and Improvements, to the lowest qualified bidder, San Luis Gonzaga Construction in the amount of \$564,500.00.

Mr. Jackson Wong, Deputy Director, Facilities Operations and Maintenance explained that this contract will supply hydrogen oxide to the hot water generator system and will meet the Bay Area Air Quality Management District's limits. The hot water generators supply heating and domestic hot water to the entire terminal area.



Mr. Wong said that HRC completed its review and determined the low bidder to be qualified. A protest was submitted by the second low bidder. That protest was reviewed by the Airports General Counsel and was found to have no merit. The protest alleges that the low bidder changed the bid form. Contractors are allowed to make changes prior to submitting a bid. The protest further alleged that the contractor failed to list all of the subcontractors. In this particular instance the sub was a testing agency and testing agencies do not fit the definition of subcontractors. Further, the experience of the contractor was called into question. Upon investigation it was found that the contractor is working for DPW on a similar type of project.

Commissioner Strunsky asked if the bid protest mentioned the difference in bid preference evaluation.

Mr. Wong responded that the protest was not based on bid preference.

4. Resolution Approving Increases in Public Auto Parking Rates

No. 95-0252

Resolution approving increase in short-term daily rate from \$20 to \$22; valet daily rate from \$27 to \$30; Lot D long-term daily rate from \$10 to \$11; and various restructuring of rates for certain durations.

Mr. John Martin, Deputy Director for Business and Finance explained that this item was before the Commission at the last meeting in the form of a public hearing. No public comments were received. Under this proposal the rates will increase to \$22.00 a day in the garage and \$11.00 a day in the long term lot.

Commissioner Strunsky noted that there is no change in the short term rate up to eight hours. He feared that we are not making it any more unattractive for short term parkers to park in the garage. In the future he would like to reduce the attractiveness even for short term parking in the garage in an attempt to make people think about using existing public transportation.

Mr. Martin said he will take another look at it for the next rate increase. We always face a trade-off in short term, especially the zero to one or two hours. People coming to the Airport to pick up passengers will choose to circle the roadway rather than pulling into the garage, thus creating congestion on the roadway.



Mr. Wong said that HRC completed its review and determined the low bidder to be qualified. A protest was submitted by the second low bidder. That protest was reviewed by the Airports General Counsel and was found to have no merit. The protest alleges that the low bidder changed the bid form. Contractors are allowed to make changes prior to submitting a bid. The protest further alleged that the contractor failed to list all of the subcontractors. In this particular instance the sub was a testing agency and testing agencies do not fit the definition of subcontractors. Further, the experience of the contractor was called into question. Upon investigation it was found that the contractor is working for DPW on a similar type of project.

Commissioner Strunsky asked if the bid protest mentioned the difference in bid preference evaluation.

Mr. Wong responded that the protest was not based on bid preference.

#### 4. Resolution Approving Increases in Public Auto Parking Rates

No. 95-0252

Resolution approving increase in short-term daily rate from \$20 to \$22; valet daily rate from \$27 to \$30; Lot D long-term daily rate from \$10 to \$11; and various restructuring of rates for certain durations.

Mr. John Martin, Deputy Director for Business and Finance explained that this item was before the Commission at the last meeting in the form of a public hearing. No public comments were received. Under this proposal the rates will increase to \$22.00 a day in the garage and \$11.00 a day in the long term lot.

Commissioner Strunsky noted that there is no change in the short term rate up to eight hours. He feared that we are not making it any more unattractive for short term parkers to park in the garage. In the future he would like to reduce the attractiveness even for short term parking in the garage in an attempt to make people think about using existing public transportation.

Mr. Martin said he will take another look at it for the next rate increase. We always face a trade-off in short term, especially the zero to one or two hours. People coming to the Airport to pick up passengers will choose to circle the roadway rather than pulling into the garage, thus creating congestion on the roadway.



Commissioner Quan asked if he anticipated an increase in the near future.

Mr. Martin responded that there may be another increase next May or June. We want to see what further impact we have on parking, especially long term parking and the garage with this rate increase. Our experience tells us that this will free up about 275 spaces in short term parking.

Commissioner Quan assumed that at some point in time when the cost increases to a particular level we will probably have more of a public outcry. He is trying to determine what that level will be.

Mr. Martin believed that at this level we may see a sharper drop off than what we have seen in long term parking.

Commissioner Brooks asked if this might encourage passengers to go to Oakland.

Mr. Martin responded that with the possible exception of some short haul flights, he does not see that happening. Typically, Oakland and San Jose do not offer the same variety of flight selection in long haul flights. Passengers will not inconvenience themselves by going to another airport offering a smaller flight selection.

\* \* \*

#### H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS

Item Nos. 5 through 8 were adopted unanimously.

5. Award Contract 2324 - Airport Waste Management - Soil Disposal

No. 95-0253

Resolution awarding Contract 2324, Airport Waste Management - Soil Disposal, to Ogiso Environmental, in the amount of \$253,245.

Commissioner Strunsky noted that we are proposing to remove 6,550 cubic yards of contaminated soil. He asked who contaminated the soil.

Mr. Wong responded that this is a stockpile from various small projects around the Airport and is, therefore, one instance where the source cannot be identified.

Commissioner Brooks asked if we are familiar with this firm's reliability.





Mr. Wong responded that there are many regulations governing the removal and disposal of contaminated soil. We will use the terminal process to clean it up and either reuse it as fill around the Airport or ship it off the Airport. Removal will obviously be more expensive. Clean-up can be done for about \$47.00 a cubic yard. We are trying to work with United Airlines to reduce the cost by shipping our contaminated soil with theirs. Initial cost of Plot 1 was about \$120.00 a cubic yard. We have worked that cost down to about \$47.00 a cubic yard.

6. Award of Professional Services Agreement - Water Testing and Analysis Clayton Environmental Consultants, Inc.

No. 95-0254	Resolution awarding professional services agreement with Clayton Environmental Consultants, Inc., to provide water testing and analysis. \$70,000.00.
-------------	---

Commissioner Quan noted that award was contingent upon HRC and Civil Service approval.

Mr. Wong responded that Civil Service is meeting this afternoon. This is an annual contract and should not be a problem.

7. Approval of Agreement with San Mateo County Designating San Francisco International Airport as EMT-Paramedics Service Provider

No. 95-0255	Resolution authorizing Director to execute an agreement with San Mateo County whereby City and County of San Francisco is designated provider of paramedic advanced life support services on Airport property.
-------------	--

8. Exercise First One-Year Option - Western Motive's Lingerie & Haberdashery Shop Lease

No. 95-0256	Resolution exercising the first one-year option of Western Motive's Lease for Lingerie and Haberdashery Shop.
-------------	---



\* \* \*

I. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

There was no discussion.

\* \* \*

J. CORRESPONDENCE:

There was no discussion.

\* \* \*

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54957 to discuss personnel matters (position of Director).

\* \* \*

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting recessed at 9:40 AM to Friday, October 6 at 9:00 AM in Room 336 (Mayor's Office conference room) of the War Memorial Building in order to conduct its closed session.

The Airports Commission determined that it was not in the public interest to disclose the nature of the discussion.

  
Jean Caramatti  
Commission Secretary



# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.  
NOV 13 1995  
SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

October 6, 1995  
(Reconvened from October 3, 1995)  
9:00 A.M.



ROOM 336 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE  
Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



SF  
745  
#2  
0/6/95  
E. J. Jordan  
San Francisco

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

NOV 13 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

October 6, 1995

(Reconvened from October 3, 1995)

9:00 A.M.



ROOM 336 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE

Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128





Index of the Minutes  
Airports Commission  
October 6, 1995  
(Reconvened from October 3, 1995)

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		
		Personnel: Position of Director		2
D.		ADJOURNMENT:		2



Minutes of the  
Airports Commission  
October 6, 1995  
(Reconvened from October 3, 1995)

A. CALL TO ORDER:

The reconvened meeting of October 6, 1995 was called to order at 9:00 AM in Room 336 of the War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present: Hon. L. Andrew Jeanpierre, President  
Hon. Marie K. Brooks, Vice President  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan  
Hon. Larry Mazzola

\* \* \*

C. CLOSED SESSION:

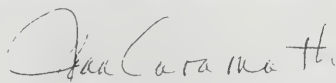
The Airports Commission will go into closed session in accordance with Government Code Section 54957 to discuss personnel matters (position of Director).

\* \* \*

D. ADJOURNMENT:

There being no calendared business before the Commission the meeting adjourned at 9:02 AM in order to go into closed session.

The Airports Commission determined that it was not in the public interest to disclose the nature of the discussion.

  
Jean Caramatti  
Commission Secretary



SF  
A45  
#2  
10/10/95  
S, 1

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT

NOV 13 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

October 10, 1995  
SPECIAL MEETING

12:30 P.M.



ROOM 336 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE  
Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index  
of the Minutes  
Airports Commission

October 10, 1995  
Special Meeting

CALENDAR	AGENDA		RESOLUTION	
SECTION	ITEM	ITEM	NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		
		Personnel (position of Director)		2
D.		ADJOURNMENT:		2





Minutes  
of the  
Airports Commission Special Meeting  
October 10, 1995

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 12:30 PM in Room 336, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. CLOSED SESSION:

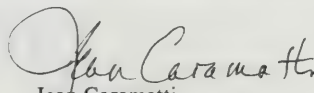
The Airports Commission will go into closed session in accordance with Government Code Section 54957 to discuss personnel matters (position of Director).

\* \* \*

D. ADJOURNMENT:

There being no calendared business before the Commission, the meeting adjourned at 12:30 PM to go into closed session.

The Airports Commission determined that it was not in the public interest to disclose the nature of the discussion.

  
Jean Caramatti  
Commission Secretary



SF  
A45  
#2  
10/30/95  
Special

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

DEC 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

October 30, 1995

✈ Special Meeting

9:00 A.M.

✈ ROOM 410 - BOARD OF SUPERVISORS COMMITTEE MEETING ROOM  
WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE

Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Minutes of the  
Airports Commission Special Meeting  
October 30, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Regular meeting of October 3, 1995		
		Reconvened meeting of October 6, 1995		
		Special meeting of October 10, 1995	95-0257	4
D.		SPECIAL ITEM:		
	1.	Election of Officers	95-0258	4
E.		DIRECTOR'S REPORTS:		
	2.	Status of Master Plan Project Expenditures		5
	3.	CalTrain/ALRS Study		5
F.		ITEMS INITIATED BY COMMISSIONERS:		5
G.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	4.	Airport-Airline MOU	95-0259	5
	5.	Bid Call - Contract 5500D - International Terminal Seismic Isolation		5
	6.	Adjustment of Owner-Controlled Insurance Program (OCIP) Policy Deductibles	95-0260	5-6
H.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	7.	Award Airport Public Automobile Parking Facilities Operating Agreement	95-0261	6



8.	Award Lease & Terminate Lease No. 89-0182: Public Lockers	95-0262	
	Over-the-Counter Baggage Storage Lease	95-0263	6
9.	Approval to Exercise One-Year Option - Public Pay Telephone Agreement	95-0264	6
10.	Purchase of Three Jet Bridges & Accompanying Power Unites from USAir - \$300,000.00	95-0265	6

I. CONSENT CALENDAR OF ROUTINE  
ADMINISTRATIVE MATTERS:

11.	Award Contract 3501 - Airport Underground Utilities Repairs, 1995-1996	95-0266	7
12.	Award Contract 3477 - Runway Rubber Removal, 1995-1996	95-0267	7
13.	Modification No. 11 - Legal Services Agreement With Morrison & Foerster - \$500,000.00	95-0268	7
14.	Modification No. 1 - Contract 5856 - Building 710 Renovation	95-0269	7
15.	Modification of Contract with Cerand & Co.	95-0270	7
16.	FAA Modification of Leases for Precision Approach Path Indicators (PAPI) to Serve Runways 10L, 19L and 28R	95-0271	8
17.	Authorization to Receive Bids - North Terminal California Products Shop Lease	95-0272	8
18.	Bid Call - Contract 3583 - Pan Am Annex & Continental Hangar Abatement/Demolition	95-0273	8
19.	Reimburse Japan Airlines for Unamortized Improvements for Executive Class Lounge - \$76,498.93	95-0274	8





20.	Reimburse The Hertz Corporation for Sign Installation & Demolition Work at Lots A & B - Not-to-exceed \$48,306.	95-0275	8
21.	Rental Credit to Host for Work Performed on Behalf of the Airport - Not-to-Exceed \$25,600.	95-0276	9
22.	Reimbursement to Chevron for Work Performed on Behalf of Airport - Not-to-Exceed \$20,000.	95-0277	9
23.	Retirement Resolution - Elvin Gazzano	95-0278	9
24.	Resolution Ratifying Personnel Actions	95-0279	9
J.	NEW BUSINESS:		9
K.	CORRESPONDENCE:		10
L.	CLOSED SESSION:		
	Potential Litigation;		
	Personnel: Position of Director		10
M.	ADJOURNMENT:		10



Minutes of the  
Airports Commission Special Meeting  
October 30, 1995

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:00 AM in Room 410 (Board of Supervisors Committee Meeting Room), War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. ADOPTION OF MIUTES:

The minutes of the following meetings were adopted by order of the Commission President.

No. 95-0257	Regular meeting of October 3, 1995
	Reconvened meeting of October 6, 1995
	Special meeting of October 10, 1995

\* \* \*

D. SPECIAL ITEM:

1. Election of Officers

No. 95-0258

Commissioner Strunsky nominated Commissioners Jeanpierre and Brooks as President and Vice President, respectively. Commissioner Quan seconded the nomination. The vote was unanimous.



\* \* \*

E. DIRECTOR's REPORT:

1 Report on the Status of Master Plan Project Expenditures

Report on the status of Master Plan Project expenditures as of September 30, 1995

3 CalTrain/ALRS Study

\* \* \*

F. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Brooks complimented Ron Wilson, Director of Community Affairs on his effectiveness in dealing with the press.

\* \* \*

G. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 4 and 6 were adopted unanimously. Item No. 5 was removed from the calendar.

4. Airport-Airline Memorandum-of-Understanding (MOU)

No. 95-0259

Resolution approving airport-airline MOU and the near-term Master Plan projects as additions to the Airport's five year capital plan.

5 Bid Call - Contract No. 5500D - International Terminal Seismic Isolation

Resolution approving the scope, budget, and schedule for Contract 5500D, International Terminal Seismic Isolation, and authorizing Acting Director to call for bids when ready.

6. Adjustment of Owner-Controlled Insurance Program (OCIP) Policy Deductibles

No. 95-0260

Resolution approves OCIP policy



deductibles of \$10,000. for general liability and \$50,000. for builder's risk insurance, authorizes payment of additional premiums of \$2.1-million, and lowers contractors' deductibles.

\* \* \*

## H ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE

Item Nos. 7 through 10 were adopted unanimously

### 7 Award of Airport Public Automobile Parking Facilities Operating Agreement

No. 95-0261

Resolution awarding the Airport Public Automobile Parking Facilities Operating Agreement to AMPCO Systems Parking

### 8 Award of Lease and Termination of Lease No. 89-0182 Public Lockers and Over-The-Counter Baggage Storage Lease

No. 95-0262

No. 95-0263

Resolutions awarding Public Lockers and Over-the-Counter Baggage Storage Lease to Smarte Carte, Inc. for a minimum first year guarantee of \$151,555.00 and termination of Lease No. 89-0182

### 9 Approval to Exercise One-Year Option - Public Pay Telephone Agreement

No. 95-0264

### 10 Approval to Purchase Three Jet Bridges and Accompanying Power Units from USAir at a Total Cost of \$300,000.00

No. 95-0265

\* \* \*

## I CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS





11. Award of Contract No. 3501 - Airport Underground Utilities Repairs, 1995-1996  

No. 95-0266	Resolution awarding Contract 3501, Airport Underground Utilities Repairs 1995-1996 to JMB Construction in the amount of \$317,430.00.
-------------	---
12. Award of Contract No. 3477 - Runway Rubber Removal, 1995-96  

No. 95-0267	Resolution awarding Contract 3477, Runway Rubber Removal - 1995-1996, to the lowest responsive, responsible bidder, Rampart Waterblast, Inc., in the amount of \$232,000.
-------------	---
13. Modification No. 11 to Legal Services Agreement with Morrison & Foerster Relating to Airline Lease/Master Plan Contract to Increase Compensation in the Amount of \$500,000.00  

No. 95-0268	Resolution approving Modification No. 11 to Agreement with law firm of Morrison & Foerster relating to the Airline Lease/Master Plan Contract to increase compensation by \$500,000.; all other terms and conditions of agreement to remain in full force and effect.
-------------	---
14. Modification No. 1 to Contract No. 5856 - Building 710 Renovation  

No. 95-0269	Resolution approving Modification No. 1 for Contract 5856, Building 710 Renovations in the amount of \$58,197.00.
-------------	---
15. Modification of Contract with Cerand & Co., Inc.  

No. 95-0270	Resolution authorizing the Acting Director to modify the contract with Cerand & Co., Inc. by waiving requirement to provide Professional Liability Insurance in Phase III.
-------------	--



16. FAA Modification of Leases for Precision Approach Path Indicators (PAPI) to Serve Runways 10L, 19L and 28L

No. 95-0271

Resolution executing three FAA Lease Modifications to relocate the Precision Approach Path Indicators (PAPI) serving runways 10L, 19L and 28L.

17. Authorization to Receive Bids - North Terminal California Products Shop Lease

No. 95-0272

18. Bid Call - Contract No. 3583 - Pan Am Annex and Continental Hangar Abatement/Demolition

No. 95-0273

Resolution approving the final plans and specifications for Contract No. 3583 and authorizing the Acting Director of Airports to call for bids when ready.

19. Approval of Reimbursement to Japan Airlines for Unamortized Improvements for Executive Class Lounge - \$76,498.93

No. 95-0274

Resolution approving Japan Airlines' request for reimbursement of unamortized cost of improvements associated with development of an Executive Class Lounge in the current International Terminal upon relocation to the new International Terminal.

20. Reimbursement to The Hertz Corporation for Sign Installation and Demolition Work at Lots A and B

No. 95-0275

Resolution approving reimbursement to The Hertz Corporation for sign installation and demolition work at Lots A and B in an amount not to exceed \$48,306.00.



21. Rental Credit to Host International, Inc. for Work Performed on Behalf of Airport

No. 95-0276

Resolution authorizing a rental credit to Host International, Inc. for providing utilities on behalf of the Airport in an amount not to exceed \$25,600.00.

22. Authorization to Reimburse Chevron for Work Performed on Behalf of the Airport at a Not-to-Exceed Amount of \$20,000.00

No. 95-0277

Resolution authorizing reimbursement to Chevron for the relocation of an American Airlines fuel valve box at a not-to-exceed amount of \$20,000.00.

23. Retirement Resolution - Elvin Gazzano

No. 95-0278

## 24. Resolution Ratifying Personnel Actions

No. 95-0279

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Acting Director of Airports.

\* \* \*

## J. NEW BUSINESS:

This is the “Public Comment” section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a “Request to Speak” form located on the table inside the entrance to Room 410 and submit it to the Commission Secretary.

There was no discussion by the Commission.

\* \* \*



K. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

L. CLOSED SESSION:

The Airports Commission wil go into closed session in accordance with Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation; and, Government Code Section 54957 to discuss personnel matters (position of Director).

The Commission announced that it was recessing its closed session at 11:00 AM and would reconvene on Thursday, November 2, 1995 at 9:00 AM in Room 339, War Memorial Building, San Francisco to continue its discussion.

\* \* \*

M. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:00 AM to go into closed session.

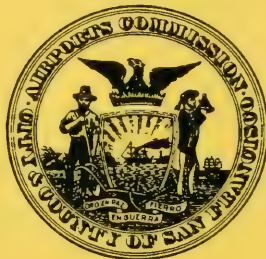
  
Jean Caramatti  
Commission Secretary





SP  
A45  
#2  
11/2/95

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

DEC 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

November 2, 1995

(Reconvened from October 30, 1995)

9:00 A.M.



ROOM 339 - WAR MEMORIAL BUILDING

401 VAN NESS AVENUE

CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDRÉW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE

Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Minutes  
Airports Commission Meeting  
November 2, 1995  
(Reconvened from October 30, 1995)

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		
		Potential Litigation		
		Personnel: Position of Director		2
D.		ADJOURNMENT:		2



Minutes of the  
Airports Commission Meeting  
November 2, 1995  
(Reconvened from October 30, 1995)

A. CALL TO ORDER:

The reconvened meeting of the Airports Commission was called to order at 9:13 AM in Room 339, War Memorial Building, San Francisco, CA..

\* \* \*

B. ROLL CALL:

Present: Hon. L. Andrew Jeanpierre, President  
Hon. Michael S. Strunsky  
Hon. Roland A. Quan  
Hon. Larry Mazzola

Absent: Hon. Marie K. Brooks, Vice President

\* \* \*

C. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation; and, Government Code Section 54957 to discuss personnel matters (positon of Director).

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*

D. ADJOURNMENT:

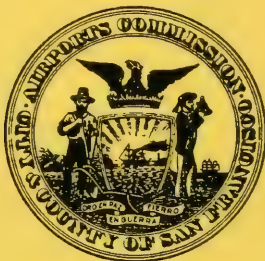
There being no calendared business before the Commission, the meeting adjourned at 9:15 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



SF  
A45  
#2  
11/7/95  
Special

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

DEC 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

November 7, 1995

Special Meeting

4:00 P.M.



ROOM 336 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

C.H. "DUKE" BRISCOE

Acting Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128





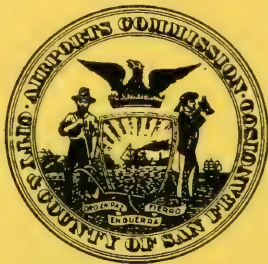
Index of the Minutes  
Airports Commission Special Meeting  
November 7, 1995

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		
		Pending Litigation		
		Personnel (Position of Director)		2
D.		ADJOURNMENT:		2



SP  
A45  
#2  
11/17/95  
Special

# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

\* **Special Meeting**  
**November 17, 1995**  
**9:00 A.M.**

DOCUMENTS DEPT.

DEC 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY



**ROOM 339 - WAR MEMORIAL BUILDING**  
**401 VAN NESS AVENUE**  
**CITY AND COUNTY OF SAN FRANCISCO**

**FRANK M. JORDAN, MAYOR**

## COMMISSIONERS

**L. ANDREW JEANPIERRE**  
President

**MARIE K. BROOKS**  
Vice President

**MICHAEL S. STRUNSKY**

**ROLAND A. QUAN**

**LARRY MAZZOLA**

**John L. Martin**  
Director of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT**  
**SAN FRANCISCO, CALIFORNIA 94128**



Index of the Minutes  
Airports Commission Special Meeting  
November 17, 1995

CALENDAR SECTION	AGENDA ITEM	TITLE	RESOLUTION NUMBER	PAGE
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		CLOSED SESSION:		2
		Personnel (Position of Director)	95-0280	2
D.		ADJOURNMENT:		2



Minutes of the  
Airports Commission Special Meeting  
November 17, 1995

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 9:10 PM in Room 336, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. L. Andrew Jeanpierre, President
	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

\* \* \*

C. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54957 to discuss personnel matters (position of Director).

The Airports Commission announced its unanimous approval of John L. Martin as Director of Airports.

No. 95-0280

\* \* \*

D. ADJOURNMENT:

There being no calendared business before the Commission the meeting adjourned at 9:12 AM in order to go into closed session.

  
Jean Caramatti  
Commission Secretary





SF  
A45  
#2  
11/21/95

# SAN FRANCISCO AIRPORTS COMMISSION



## MINUTES

NOVEMBER 21, 1995

9:00 A.M.

DOCUMENTS DEPT.

DEC 20 1995

SAN FRANCISCO  
PUBLIC LIBRARY



ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

**John L. Martin**  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index of the Minutes  
Airports Commission Meeting  
November 21, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		SPECIAL ITEM:		
	1.	Sixty-Day Progress Report by the Board of Supervisor's Budget Analyst on Airport Audit		3-5
D.		ITEMS INITIATED BY COMMISSIONERS:		5
E.		POLICY:		
	2.	Airport "Transit First" Policy		5
	3.	Resolution Amending Vending Machine Policy No. 85-0261	95-0281	5-6
F.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	4.	Award of Sale of Issue 9 Bonds	95-0282	6; 13-14
	5.	Award of Contract 5601-D - Utility Relocations, Phase II	95-0283	6-7
	6.	Reject All Bids & Authorize Re-bid - Contract 5500B - International Terminal Foundations	95-0284	7-8
G.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	7.	Award of Contract 3128 - Airfield Dike Reconstruction, Phase 8	95-0285	8
	8.	Conceptual Approval of Five Mitigation Measures by BART	95-0286	8-10
	9.	BART Funding Agreement for \$6-Million	95-0287	10-11



10.	\$14,188,100.00 Supplemental Appropriation of of Interest Income	95-0288	11
11.	Accreditation for the Airport's Bureau of Exhibitions Museums and Cultural Exchange	95-0289	11-12
H.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
12.	Bid Call - Contract 3433 - Plot 3 Hardstands	95-0290	12
13.	Bid Call - Contract 3585 - Drainage Outfall Piping Replacement and Improvement	95-0291	12
14.	Renewal of FAA Leases for Navigational Instrument Sites	95-0292	12
15.	Modification No. 002 to FAA Contract DOT-FA76WE-3702A	95-0293	13
16.	Approval of U.S. Postal Service Lease for North Terminal Self-Service Postal Unit	95-0294	13
17.	Resolution Ratifying Personnel Actions	95-0295	13
18.	Travel/Training for FY 1995/96	95-0296	13
I.	NEW BUSINESS:		14
J.	CORRESPONDENCE:		14
K.	CLOSED SESSION:		
	Potential Litigation		14
L.	ADJOURNMENT:		15



Minutes of the  
Airports Commission Meeting  
November 21, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:03 A.M. in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	Hon. Marie K. Brooks, Vice President
	Hon. Michael S. Strunsky
	Hon. Roland A. Quan
	Hon. Larry Mazzola

Absent:	Hon. L. Andrew Jeanpierre, President
---------	--------------------------------------

\* \* \*

C. SPECIAL ITEM:

1. Sixty-day Progress Report by the Board of Supervisor's Budget Analyst on the Audit of the Airport

Mr. Roger Mialocq, Budget Analyst's Office, explained that they are within about two weeks of completing their analysis of Airport funding from 1926 to 1995. A draft report will be submitted by December 15. The report will be accompanied by a complete set of working papers and documents that will include financial reports, Board of Supervisors ordinances, budgets and other documents.

Schedules have been developed relating to a variety of Airport costs that were incurred initially by the Board of Supervisors. The costs that were identified deal with fixed capital assets purchased by the City and County General Fund. Schedules were developed that deal with operating revenues and expenses which show that up until 1951 or 1952 the operating revenues were insufficient to cover operating expenses. Schedules were also developed that identified bond interest and redemption costs which show that the Airport was unable to fund those annual costs until 1957 or 1958. Costs have been identified relative to Airport operations that relate to temporary loans provided by non-Airport sources from 1935 to 1960. Fire Department benefit costs were identified from 1949 to 1977 that were not





reimbursed to the General Fund. Past balances have been analyzed of the Airport operating fund for all years from 1927 to 1995 to determine the appropriate amount of interest allocation and investment yield allocation to the Airport.

He has worked with the Treasurer to obtain the actual investment yields from 1977 to 1995. Prior to that time they developed estimated yields based on the financial statements of the City and County of San Francisco back to 1927. The Treasurer provided a written response concurring with the analysis of those investment yields.

A schedule was also developed for debt service costs and election costs. Those are costs relative to the payment of the semi-annual interest payments on bonded indebtedness by the Treasurer, the processing of those warrants and related costs. Election costs go back to 1930 when there was an unsuccessful Airport bond election. There was a successful bond issue in 1933, 1938, 1945, 1949, 1972 and so on. All of those costs to the County were identified. Most of the costs relative to the operation of the Airport and how they were funded have been identified.

A confidential report will be delivered to Airport staff in draft form. Airport staff will have time to review the report, any documentation, ask questions and respond in writing. A final report will then be issued and delivered simultaneously to the Airports Commission, the Board of Supervisors and the public.

Commissioner Strunsky asked about the timeframe.

Mr. Mialocq responded that it will depend on how long it takes staff to review the report. He would like to issue a final report within four weeks of submitting the draft.

Mr. Mialocq said that the Airport's records were very straightforward. The accounting records date back to 1935.

Commissioner Strunsky asked Mr. Mialocq if he also analyzed all of the Airport's other business dealings, including legal ramifications of the 1981 agreement with the airlines and how the City's signing of that agreement might affect the report.

Mr. Mialocq responded that the report will include comments pertinent to legal issues. The primary purpose of the report is to identify the costs and revenues and how they are funded. The legal issues that relate to the various agreements, including lease agreements, the settlement agreement, Federal regulations, etc. will be discussed. They have also had preliminary discussions with outside legal counsel, as authorized by Board of Supervisors President Kevin Shelley. They believe that the Board of Supervisors should have independent counsel to analyze these documents and advise the Board as to what they believe are the legal issues.



Commissioner Strunsky hopes that the Budget Analyst's report encompasses the entire issue and isn't some publicity seeking, patently incorrect analysis because of some arrangements and agreements and deals made during that period of time.

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Brooks welcomed John Martin, the new Director of Airports.

Commissioner Quan thanked Duke Briscoe for the fine job he did as acting Director.

\* \* \*

E. POLICY:

Item No. 2 was put over to December.

2. Airport "Transit First" Policy

Resolution recommending adoption of a "Transit First" policy giving priority to public and private high occupancy transportation modes on the Airport.

Mr. John Martin, Director of Airports asked that this item be put over to December in order to change the resolution to reflect the actions previously taken by the Commission with respect to transit.

Item No. 3 was adopted unanimously.

3. Resolution Amending Vending Machine Policy No. 85-0261

No. 95-0281

Resolution amending Vending Machine Policy No. 85-0261 to prohibit placement of cigarette vending machines in public areas, amend the size of newspaper vending machines to comply with the Americans with Disabilities Act of 1990 and delete certain locations in the Terminal Complex.

Mr. Martin explained that the vending machine policy has been amended to reflect



several changes which include new vending machine dispensers for newspapers in order to comply with ADA standards; reducing the number of vending machine locations to reflect the actual locations that are now in place; and, prohibiting the placement of cigarette vending machines, consistent with an earlier Commission decision not to bid a new lease for cigarette vending when the current lease expires.

Commissioner Brooks noted that one paragraph refers to non-newspaper vending machine violations and asked if we have a non-newspaper vending machine policy.

Mr. Martin responded that this amended policy also covers vending machines used by Host for the sale of food and beverage items.

\* \* \*

#### F. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 5 and 6 were adopted unanimously. Item No. 4 was put over to the end of the meeting.

4. Award of Sale of Issue 9 Bonds

Resolution awarding sale of Issue 9 Bonds in the amount of \$250-million.

5. Award of Contract No. 5601-D - Utility Relocations, Phase II

No. 95-0283

Award Contract 5601-D, Utility Relocation, Phase II, in the amount of \$7,902,245.00 to Homer J. Olson, Inc. Work will include relocating Sewage Lift Station No. 1, relocating diesel fuel tanks, and continuing the relocation of utilities out of the building footprints of the new International Terminal, Boarding Area A and Boarding Area G.

These activities are within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airports Commission on November 3, 1992.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction, said that the second bidder, Amoroso, filed a bid protest alleging that Olsen did not meet the



M/WBE goals. The contract goals were 20% for MBEs and 3% for WBEs. The Human Rights Commission investigated the allegations and concluded that Olsen achieved a 33.2% MBE and 5.4% WBE participation. The protest was denied.

Commissioner Strunsky noted that Olsen has worked recently for the City and asked if we have confirmed that their performance is acceptable.

Mr. Bordegaray responded that staff is looking into it.

6. Rejection of All Bids and Authorization to Re-bid - Contract No. 5500B International Terminal Foundations

No. 95-0284

Resolution rejecting all bids for Contract 5500B, International Terminal Foundations, and authorizing re-bid of Contract 5500B.

The Human Rights Commission determined that Dillingham Construction, the apparent low bidder, failed to comply with HRC pre-award requirements and is not eligible for award of this contract. The second low bid, submitted by Shimmick Construction/Obayashi Corp., A Joint Venture, is over the Airport's budget.

Mr. Bordegaray explained that although the low bid was under the engineer's estimate, Dillingham did not meet the M/WBE goals and failed to demonstrate good faith efforts. Further, the next lowest bid was above the engineering estimate.

This contract will be rebid on December 5.

Commissioner Quan noted that Dillingham managed to meet the HRC requirements for Contract No. 5500A. He asked if there is a problem with the goals or is Dillingham trying to tell us that they don't want to meet the goals.

Mr. Bordegaray responded that he does not know what the problem was but he believed that the higher bids were able to meet the goals for this contract.

Mr. Pete Bittenbender, Project Manager, added that it is his understanding that the good faith efforts put forth by Dillingham on the second contract were not sufficient to qualify them for award. He noted that while Dillingham did not meet the goals on the first contract either, their good faith efforts were substantial.





Ms. Pansy Waller, HRC Contract Compliance Officer said that a number of M/WBEs contacted HRC alleging that Dillingham failed to demonstrate good faith effort for thi contract.

Ms. Waller added that she and Ed Lee will meet with Dillingham tomorrow to go over the good faith effort steps, pointing out to them where they were deficient and educating them on how to document their efforts a little better.

Commissioner Strunsky asked Ms. Waller if Dillingham understood that the Commission was taking action today.

Ms. Waller responded that they are. They are meeting with Dillingham in order to avoid future errors.

Commissioner Strunsky asked what the bids were.

Mr. Bordegaray responded that the Dillingham bid was for \$25.2-million and Shimmick was for \$26.5-million.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE

Item Nos. 7 through 11 were adopted unanimously.

7. Award of Contract No. 3128 - Airfield Dike Reconstruction, Phase No. 8

No. 95-0285

Resolution awarding Contract 3128, Airfield Dike Reconstruction, Phase 8, to the lowest responsive, responsible bidder, Gordon N. Ball, Inc., in the amount of \$3,494,600.00.

Mr. Jackson Wong, Deputy Director, Facilities Operations & Maintenance explained that this is the eighth in a series of contracts to rebuild the dike system around the runways. This particular contract will reconstruct 3,000 linear feet of dike on the southern portion of the airfield area adjacent to Taxiways "L" and "F". The project is funded by the FAA. The FAA requires 22.5% DBE participation.

8. Conceptual Approval of Five Mitigation Measures by BART

No. 95-0286

Resolution granting conceptual approval of five measures designed to mitigate impacts



of BART's project on endangered species which inhabit SFIA's West-of-Bayshore property.

Mr. John Costas, Administrator, Bureau of Planning and Environmental Affairs explained that part of BART's environmental process is to determine the impact on endangered species. The West of Bayshore property is home to the San Francisco Garter Snake (SFGS), which is being considered by the U.S. Postal Service for its new endangered species stamp.

BART is working with the Fish and Wildlife Service to fulfill the required biological assessments so that the EIR, as well as the project itself, can be finalized. BART has provided five (5) conceptual mitigation measures to Fish and Wildlife and the Airport to mitigate the impacts of the project. The item before the Commission is for conceptual approval on these five (5) measures, subject to a detailed scope of work for this property.

Commissioner Brooks asked about the budget.

Mr. Costas responded that all mitigation measures will be funded and implemented by BART so there is no direct impact to the Airport. This item is before the Commission because it involves 180 acres of Airport property. The Airport has always looked at the West of Bayshore property as a potential site for development.

Commissioner Strunsky asked if one of the options is to relocate the SFGS.

Mr. Costas responded that it is not. The BART package is a short term mitigation program. About 10 years ago there were approximately 700 SFGSs; three or four years ago the population had declined to about 70. Fish and Wildlife is anxious to proceed with short term mitigation measures to avoid extinction of the species.

The Airport's position has been to work with Fish and Wildlife. A meeting is scheduled for next week with BART to talk about short term mitigation, to work with Fish and Wildlife and to present to them a comprehensive long term plan to maintain the habitat while allowing the Airport to develop that property for its use.

Mr. Costas added that the West of Bayshore property has long been the subject of studies and development proposals, including a ballpark. This is the only piece of property available to the Airport for support facilities.

Mr. Costas said that one of the conditions working with BART and Fish & Wildlife is to enhance what is currently there and to insure that the habitat or wetlands are not increased so that the Airport would not be precluded from further development



of that property. Every one of these measures is for management control of water.

Commissioner Strunsky asked why we aren't looking at relocating the snake.

Mr. Costas responded that the Airport is looking at relocating the snake.

Commissioner Brooks thought that the SFGS had been relocated to San Jose.

Mr. Costas responded that there was an environmental assessment during the initial development of the BART project. One of those assessments was the viability of a station West of Bayshore. A study was performed as part of BART's initial environmental work that showed that the snake could be relocated to the southern portion of that property, which the Airport considers to be of less utility value. The Airport has set up initial meetings to discuss moving the snake either to the southern portion or to a watershed by Crystal Springs Reservoir. Fish and Wildlife is very reluctant to agree to anything that would relocate an endangered species.

9. BART Funding Agreement for \$6-million

No. 95-0287

Resolution approving agreement with BART for SFIA to fund a design option to the Master Plan to accommodate the Alternative VI Aerial Design Option, Concourse H.

Mr. Martin explained that next month the Commission will be asked to approve approximately \$6-million in contract modifications to A & E contracts for the initial design work for Concourse H. In conjunction with that, Airport staff and BART have negotiated the terms of a funding agreement whereby BART will reimburse the Airport \$6-million should BART not approve the Concourse H alternative and should the EIR not be certified by September 30, 1996. Further, BART will need to have the FTA issue a Record of Decision on funding by that date. If by March 31, 1998 they do not have an executed full funding agreement they will have to reimburse the Airport on that date. This provides good protection for the Airport in view of the fact that BART does not yet have an approved EIR in place.

Commissioner Strunsky assumed that if BART achieves its goals this becomes part of the Airport's already approved contribution for BART on the Airport.

Mr. Martin concurred. If BART does not have an EIR or FTA action by the year 2000, they will have to fully reimburse the Airport. If those approvals are in place after that time we will reimburse BART the \$6-million. After the year 2000 we will not have that obligation.



Mr. Martin said that airline approval has been sought on the initial \$6-million.

Commissioner Strunsky thought that this was a very good start in demonstrating the Airport's cooperation with BART.

Mr. Martin added that we are also working on the MOU on how the design and construction of the BART project will be handled on Airport. That issue will be brought to the Commission in January.

10. \$14,188,100.00 Supplemental Appropriation of Interest Income

No. 95-0288	Supplemental appropriation of interest income earned on capital funds during FY 1994/95.
-------------	--

Mr. Martin explained that this item comes before the Commission annually. The Lease and Use Agreement requires that interest income on bond funds and other capital project funds only be used for capital project purposes.

Commissioner Quan asked about the source of the interest.

Mr. Martin explained that these monies are held in accounts by the City Treasurer. These old bond funds are low priority funds in terms of how we use them because they do not have the same level of restrictions as the newer bond funds. These older bond funds can be used to fund the terminal portion of the rental car facility we are building under the Master Plan. If we issued bonds for that project today they would have to be taxable. By setting aside some of these old bond monies we have more flexibility to use them for projects that would otherwise be taxable.

A report will be provided to the Commission on the specific projects for which these funds will be used.

Commissioner Strunsky thought that this was very good planning.

11. Accreditation for Airport's Bureau of Exhibitions, Museums and Cultural Exchange

No. 95-0289	Resolution instructing staff to proceed with museum accreditation of Airport's Bureau of Exhibitions, Museums & Cultural Exchange from the American Association of Museums.
-------------	---





Mr. Martin explained that the Airport's Exhibition Program is seeking museum accreditation and is currently going through the approval process. We recently had the first visit from an official of the Museum Accreditation Committee. He was very pleased with the Airport's program. The Commission must now formally direct staff to move ahead with the accreditation process.

SFO will have the first Exhibition Program of any airport in the world to be museum accredited. This accreditation will help us to obtain materials on loan from other museums.

\* \* \*

#### H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 12 through 16 were adopted unanimously.

12. Bid Call - Contract No. 3433 - Plot 3 Hardstands

No. 95-0290

Resolution approving the scope, budget and scheduling for Contract 3433 and authorizing Director to call for bids when ready.

Commissioner Quan, in reference to Item Nos. 12 and 13, noted that last time we had only one responsible bidder. He wanted to make sure that sufficient outreach was done to get as many bidders as possible.

13. Bid Call - Contract 3585 - Drainage Outfall Piping Replacement and Improvement

No. 05-0291

Resolution approving the scope, budget and schedule for Contract 3585, and authorizing the Director to call for bids when ready.

14. Renewal of FAA Leases for Navigational Instrument Sites

No. 95-0292

Resolution authorizing execution of FAA Lease Nos. DTFA08-95-L-14713, DTFA08-95-L-14717, DTFA08-95-L-14709 and DTFA08-95-L-14708 for continued operation and maintenance of certain navigational instrument and aid sites.



15. Modification No. 002 to FAA Contract No. DOT-FA76WE-3702A

No. 95-0293

Resolution approving modification of FAA Contract No. DOT-FA76WE-3702A for the expansion of the first floor Air Traffic Control Tower Generator Room by 117 sq. ft. in order to install a backup power supply.

16. Approval of U.S. Postal Service lease for North Terminal, Self-Service Postal Unit

No. 95-0294

Resolution approving execution of U.S. Postal Service Lease No. 056786-133 for North Terminal Self-Service Unit.

17. Resolution Ratifying Personnel Actions

No. 95-0295

Resolution, in accordance with requirements of San Francisco City Charter Section 3.501 ratifying and approving personnel actions taken by the Director.

18. Travel/Training for FY 1995/96

No. 95-0296

\* \* \*

4. Sale of Issue 9 Bonds

No. 95-0282

Resolution awarding the sale of Issue 9 bonds in the amount of \$250-million.

Mr. Leo Fermin, Assistant Deputy Director, Business and Finance announced that this morning we had the sale of Issue 9 bonds. The bonds were split into two parts - Issue 9A which is subject to an alternative minimum tax, and Issue 9B which is not. Issue 9A was sold at an interest rate of 5.85%; Issue 9B was sold at 5.68%. These interest rates compare to our original plan of finance which assumed an interest rate of 7.25% for this issue. We are looking at a debt service savings of about \$1.4-million due to the successful sale of these bonds. These bonds achieved the lowest



interest rate since 1981. We were also able to achieve M/WBE participation in these firms. Issue 9A and 9B Bonds went to a syndicate lead by Lehman Brothers.

Commissioner Strunsky asked if the Airport has ever had a sale this large before.

Mr. Fermin responded that this is the largest issue we have ever had.

Commissioner Strunsky said that this is impressive.

\* \* \*

I. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

Commissioner Brooks thanked Mr. Wong for the colorful charts.

Commissioner Brooks asked Commissioner Strunsky if he was satisfied with the written response to his questions on attorneys fees and how they were allocated.

Commissioner Strunsky responded that he has not yet read the response.

\* \* \*

J. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation.

The Commission determined that it was not in the public interest to disclose the nature of the discussion.

\* \* \*



L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:50 AM in order to go into closed session.

  
Jean Caramatti  
Commission Secretary



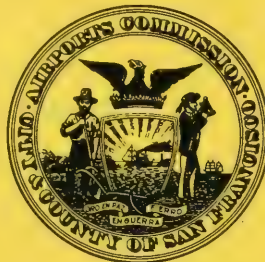


sf  
A45

#2

12/5/95

# SAN FRANCISCO AIRPORTS COMMISSION



DOCUMENTS DEPT.

JAN 26 1996

SAN FRANCISCO  
PUBLIC LIBRARY

## MINUTES

December 5, 1995

9:00 A.M.



ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO

FRANK M. JORDAN, MAYOR

## COMMISSIONERS

L. ANDREW JEANPIERRE  
President

MARIE K. BROOKS  
Vice President

MICHAEL S. STRUNSKY

ROLAND A. QUAN

LARRY MAZZOLA

JOHN L. MARTIN  
Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128



Index of the Minutes  
Airports Commission  
December 5, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		3
B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Special Meeting of October 30, 1995		
		Reconvened Meeting of November 2, 1995		
		Special Meeting of November 7, 1995		
		Special Meeting of November 17, 1995		
		Regular Meeting of November 21, 1995	95-0297	3
D.		ITEMS INITIATED BY COMMISSIONERS:		3
E.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	1.	Nomination of Design Consultant for Parking Garage at Plot 7	95-0298	4-5
	2.	Authorization to Receive Bids - International Terminal Contracts: Contract 5500E - General Construction; Contract 5500F - Baggage System Contract 5500G - Elevators/Escalators/ Moving Walks	95-0299	5-6
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	3.	ARINC, Inc. Contract Mod. - \$2,808,302.	95-0300	6-8
G.		CONSENT CALENDR OF ROUTINE ADMINISTRATIVE MATTERS:		
	4.	FAA Lease Renewal ILS Localizer Sites Runway 28R	95-0301	8



5.	Design Approval - North Terminal Crab and Seafood Lease	95-0302	8
6.	Retirement Resolution - Alfred Lim	95-0303	8
H.	NEW BUSINESS:		8
I.	CORRESPONDENCE:		8
J.	CLOSED SESSION:		
	Potential Litigation		9
K.	ADJOURNMENT:		9



Minutes of the  
Airports Commission Meeting  
December 5, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	L. Andrew Jeanpierre, President Marie K. Brooks, Vice President Michael S. Strunsky Roland A. Quan
----------	---

Absent:	Larry Mazzola
---------	---------------

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the following meetings were adopted by order of the Commission President.

No. 95-0297	Special Meeting of October 30, 1995 Reconvened Meeting of November 2, 1995 Special Meeting of November 7, 1995 Special Meeting of November 17, 1995 Regular Meeting of November 21, 1995
-------------	--

\* \* \*

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners

\* \* \*

E. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 1 and 2 were adopted unanimously.





1. Nomination of Design Consultant for Parking Garage at Plot 7

No. 95-0298

Resolution approving the Architects and Engineers Selection Panel's nomination of Walker Parking Associates for the Employees' Parking Garage at Plot 7 and authorizing the Director to prepare a Professional Services Contract for the Commission's consideration.

Mr. Gene Bordegaray, Administrator, Bureau of Design and Construction explained that the structures at the entrance to the Airport have undergone some changes and we are currently providing for a BART interface at the north side of those structures. The rental car facility is being relocated to our long term parking lot. That relocation requires us to provide for a relocation of employee parking and long term parking. The long term parking portion is going to go into the facility along the entrance road. The employee parking will be placed on Plot 7, which is the west field cargo facility area. That will provide for about 1,200 vehicles for employee parking.

This item authorizes staff to negotiate a contract with Walker Parking for the design of that building. Construction is estimated at \$18-million, for a total project cost, including construction contingencies, of about \$22-million.

He will return to the Commission for approval of the contract.

Commissioner Jeanpierre asked if this would have any impact on our budget.

Mr. Bordegaray responded that it will not have an impact. Due to the reduction in size, we were able to credit out of the facilities along the entrance roads, thus covering the cost of this construction.

Commissioner Strunsky asked if the new employee parking structure will be adjacent to a stop on the ALRS.

Mr. Bordegaray responded that it will be down the street from the postal facility, which is a short distance from an ALRS stop.

Mr. Martin, Director of Airports responded that we anticipate that almost all of the employees who park there will work in the west field cargo area. The United flight kitchen will be in that area as well. We also have about 200,000 sq. ft. in the cargo building area that is being developed.

Mr. Bordegaray said that the postal facility will be accommodated as well.



Commissioner Strunsky assumed that walking distances for employees would not be increased.

Mr. Bordegaray explained that parking would be more convenient.

2. Authorization to Receive Bids - International Terminal Contracts: Contract 5500E - General Construction, Contract 5500F - Baggage System Contract 5500G - Elevators/Escalators/Moving Walks

No. 95-0299	Resolution approving scope, budget & schedule for the following International Terminal Contracts: Contract 5500E, General Construction; Contract 5500F, Baggage System; Contract 5500G, Elevators/Escalators/Moving Walks and authorizing Director to call for bids when ready.
-------------	---

Mr. Bordegaray explained that Contract No. 5500A, Pilings, is now under construction and the foundations contract which the Commission already authorized, will be bid today. The structural steel and seismic isolation contract will receive bids in January. This authorizes staff to proceed with the balance of the six contracts. These three contracts will go out to bid next year.

Commissioner Strunsky asked when the steel bids are due.

Mr. Pete Bittenbender, Project Manager, responded that the steel bid will be on January 9, 1996.

Mr. Martin said that we are investigating whether there should be specific subcontracting goals set for African Americans. We believe that there may be data that shows that those goals should be established. Once the information is compiled it will be submitted to HRC for approval. We will still have time to include it in the contracts that will be bid.

Commissioner Strunsky asked if the elevators, escalators and moving walks portion includes Concourse H and the tie-in between the existing North Terminal and the new International Terminal.

Mr. Bordegaray responded that it does not include the segment that ties in to the International and the North Terminals.



Mr. Bittenbender added that the design development for the connection between the terminals has been deferred pending the final program for BART. We want to preserve the ability to widen that connection for the necessary moving walks, elevators and escalators. The terminal structural design is being set to accommodate the installation of these items.

Commissioner Strunsky asked if there was a possibility of getting the elevators and escalators into an alternate bid at this time. He assumed that when these are bid we will want the same kind of moving sidewalks and elevators. He was concerned that we won't get truly competitive numbers down the road and wondered if those things could be an addendum.

Mr. Bittenbender responded that he believed that there is time to add them.

\* \* \*

#### F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE

Item No. 3 was adopted unanimously.

##### 3. ARINC, Inc. Contract Modification - \$2,808,302.00

No. 95-0300

Resolution modifying the Airport Common Use System Agreement with ARINC, Inc. by \$2,808,302 to purchase and install a common use system in the International Terminal.

Mr. Martin explained that the Commission had earlier approved funding for the installation of an ARINC common use system on the north side of the International Terminal, and a SITA system on the south side of the terminal. This equipment is intended to allow for a more common use operation of the facilities in the International Terminal. The Airport was unable to reach agreement with SITA on the basic terms of the contract. Further, we found that their earlier bid did not include all of the equipment necessary for the operation on the south side.

We are requesting the Commission's approval to modify ARINC's contract to include installation on the south side.

Commissioner Strunsky asked if this meant that we would only have one bidder for the new International Terminal.

Mr. Martin responded that he believed that SITA will still bid. He hoped this sends them a message that they need to be more flexible in dealing with SFO. He added that



SITA is experiencing a lot of problems in the industry because they are not entirely meeting the needs of airports. He said that these are the only two firms in the business.

Commissioner Strunsky asked what the total amount of the award would be and how much has already been authorized.

Mr. Martin responded that the total cost will be approximately \$4.7-million. The Commission has already authorized \$3.9-million.

Commissioner Brooks asked how we missed eight carriers.

Mr. Martin explained that staff had included them, but SITA failed to include them in their bid estimate.

Commissioner Strunsky asked if ARINC was operating yet.

Mr. Martin responded that they are.

Mr. Bob Rhoades, Acting Deputy Director, Business and Finance responded that the Alaska, Asiana and Korean were excluded from the original proposal for the south side of the terminal. At the time of SITA's proposal, Korean did not have scheduled service. The north side has been modified to include China. Originally, China was not interested in the program. Because of China's agreement, TACA, Virgin Atlantic, Mexicana, and LACSA, the carriers next to China, must also be included. The system will be able to accommodate an airline anywhere along the north or south side.

Commissioner Quan asked if there is currently a system on the south side.

Mr. Rhoades believed that several systems are operating. The ARINC system allows us to get into any airline system. That cannot be done with a proprietary system.

Commissioner Quan asked if this is an interim system.

Mr. Rhoades said that it is. We wanted to provide ARINC and SITA the opportunity to display their hardware and software so that when the new International Terminal is completed we will have the information we need and can make the best choice.

Commissioner Quan asked if we have to test this on the south side since we are already testing it on the north side.

Mr. Rhoades explained that we will get an immediate benefit on the south side because that's where we have the larger number of carriers and have more of a problem in handling their needs. This will provide an immediate increase in capacity.





Mr. Martin said that an agreement has been reached with the carriers so that in the next fiscal year we will impose fees for the users of the system.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 4 through 6 were adopted unanimously.

4. FAA Lease Renewal ILS Localizer Sites Runway 28R

No. 95-0301

Resolution approving Federal Aviation  
Administration (FAA) lease renewal for CAT III  
ILS Localizer Sites Runway 28R.

5. Design Approval - North Terminal Crab and Seafood Lease

No. 95-0302

6. Retirement Resolution - Alfred Lim

No. 95-0303

\* \* \*

H. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

There was no discussion by the Commission.

\* \* \*

I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*



Mr. Martin said that an agreement has been reached with the carriers so that in the next fiscal year we will impose fees for the users of the system.

\* \* \*

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 4 through 6 were adopted unanimously.

4. FAA Lease Renewal ILS Localizer Sites Runway 28R

No. 95-0301

Resolution approving Federal Aviation  
Administration (FAA) lease renewal for CAT III  
ILS Localizer Sites Runway 28R.

5. Design Approval - North Terminal Crab and Seafood Lease

No. 95-0302

6. Retirement Resolution - Alfred Lim

No. 95-0303

\* \* \*

H. NEW BUSINESS:

This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airports Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table inside the entrance to Room 428 and submit it to the Commission Secretary.

There was no discussion by the Commission.

\* \* \*

I. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*



J. CLOSED SESSION:

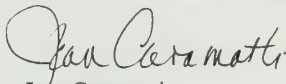
The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation.

The Airports Commission determined that it is not in the public interest to disclose the nature of the discussion.

\* \* \*

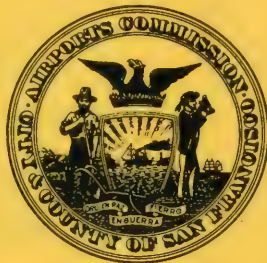
K. ADJOURNMENT:

There being no further calendared before the Commission the meeting adjourned at 9:20 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



21  
A45  
#2  
2/19/95  
**SAN FRANCISCO  
AIRPORTS COMMISSION**



**MINUTES**

**December 19, 1995**

**9:00 A.M.**

DOCUMENTS DEPT.

FEB 06 1996

SAN FRANCISCO  
PUBLIC LIBRARY



**ROOM 428 - WAR MEMORIAL BUILDING  
401 VAN NESS AVENUE  
CITY AND COUNTY OF SAN FRANCISCO**

**FRANK M. JORDAN, MAYOR**

**COMMISSIONERS**

**L. ANDREW JEANPIERRE**  
President

**MARIE K. BROOKS**  
Vice President

**MICHAEL S. STRUNSKY**

**ROLAND A. QUAN**

**LARRY MAZZOLA**

**JOHN L. MARTIN**  
Director of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT  
SAN FRANCISCO, CALIFORNIA 94128**





Index of the Minutes  
Airports Commission  
December 19, 1995

CALENDAR AGENDA			RESOLUTION	
SECTION	ITEM	TITLE	NUMBER	PAGE
A.		CALL TO ORDER:		4
B.		ROLL CALL:		4
C.		ADOPTION OF MINUTES:		
		Regular Meeting of December 5, 1995	95-0304	4
D.		DIRECTOR'S REPORTS:		
	1.	Business and Finance Annual Report		4
	2.	Presentation of Final Design Plans for the New International Terminal & Boarding Areas "A" & "G"		4
E.		ITEMS INITIATED BY COMMISSIONERS:		4-5
F.		ITEMS RELATING TO MASTER PLAN PROJECTS:		
	3.	Approval of Artist's Design for Sterile Corridor - Boarding Area "G"	95-0305	5
	4.	Modification No. 2 - Professional Services Agreement - Contract 5500 - Skidmore, Owings & Merrill/ Del Campo & Maru/Michael Willis Associates	95-0306	5
	5.	Modification of Professional Services Contracts Construction Management Consultants		5
	6.	Authorization for Bid Call - Contract No. 5600A - R16/R18, Temporary Detour Roads	95-0307	5-6
	7.	Award Contract 5500B - International Terminal Foundations - \$25,134,000. - Gonsalves & Santucci dba CONCO Cement/Kulchin-Condon Assoc.	95-0308	6



8.	Modification No. 1 of Contract 5601C - Utility Tunnel & Utility Relocations, Phase 1	95-0309	6
9.	Award Contract 3440 - On-Call Environmental Remediation Services - CET Environmental Services, Inc.	95-0310	6-7
10.	Award Contract 3484 - Partial Demolition of Boarding Area "A" and Related Work	95-0311	7

**G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:**

11.	Award Contract 3433A - Plot 3 Hardstands, Phase A - Oliver Construction, Inc.	95-0312	7
12.	Type II Modification to Contract No. 1723R Firehouse No. 2 Replacement - Barnes/Lem	95-0313	7
13.	Reimbursement to USAir, Inc. for Removal of Jet Bridges - Not-to-Exceed \$600,000.00	95-0314	7

**H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

14.	Modification No. 2 to Legal Services Contract - Ruiz & Schapiro - \$50,000.00	95-0315	8
15.	Contract Modification No. 3 - Pacific State Airline Services, Inc.	95-0316	8
16.	Lease Modification - Entertainment Center/ Video Game Room	95-0317	8
17.	Modification No. 7 - Lease & Use Agreement - American Airlines	95-0318	8
18.	Resolution Ratifying Personnel Actions	95-0319	8

**I. PUBLIC HEARING:**

19.	Proposed Increase in Airport Controlled Cargo Facilities Rates		9
-----	--	--	---



J.	NEW BUSINESS:	9
K.	CORRESPONDENCE:	9
L.	CLOSED SESSION:	
	Pending Litigation: F.W. Spencer & Son v CCSF	9
M.	ADJOURNMENT:	9



Minutes of the  
Airports Commission Meeting  
December 19, 1995

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 AM in Room 428, War Memorial Building, San Francisco, CA.

\* \* \*

B. ROLL CALL:

Present:	L. Andrew Jeanpierre, President Marie K. Brooks, Vice President Michael S. Strunsky Roland A. Quan Larry Mazzola
----------	--

\* \* \*

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of December 5, 1995 were adopted by order of the Commission President.

No. 95-0304

\* \* \*

D. DIRECTOR'S REPORTS:

1. Business and Finance Annual Report
2. Presentation of Final Design Plans for the New International Terminal and Boarding Areas "A" and "G"

\* \* \*

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.





F. ITEMS RELATING TO MASTER PLAN PROJECTS:

Item Nos. 3 and 4 and 6 through 10 were adopted unanimously. No. 5 was put over.

3. Approval of Artist's Design for Sterile Corridor - Boarding Area G

No. 95-0305

Resolution approving artist Keith Sonnier's design for color wash by neon at sterile corridor, Boarding Area G.

4. Modification No. 2 of Professional Services Agreement - Contract No. 5500 Skidmore, Owings & Merrill/Del Campo Maru/Michael Willis Assoc. - \$1,452,000.00

No. 95-0306

Resolution approving the fee for professional services to prepare separate fast track contracts, additional security measures, ventilation of level 1, and development of concession design standards. Fee summary:

Fast Track	\$ 906,000.00
Security	220,000.00
Ventilation	248,000.00
Concession Standards	78,000.00
Total	\$1,452,000.00

5. Modification of Professional Services Contracts - Construction Management Consultants

Modification of Professional Services Contracts for thirteen Construction Management Consultants for the Airport Master Plan Program in the total cumulative amount of \$58,800,000.

6. Authorization for Bid Call - Contract 5600A - R16/R18, Temporary Detour Roads

No. 95-0307

Resolution approving the scope, budget, and schedule for Contract No. 5600A, R16/R18



Temporary Detour Roads, and authorizing the Director of Airports to call for bids when ready.

7. Award of Contract No. 5500B - International Terminal Foundations - \$25,134,000.00

No. 95-0308

Resolution awarding Contract No. 5500B, International Terminal Foundations, in the amount of \$25,134,000.00, to Gonsalves & Santucci, Inc., dba CONCO Cement Co./ Kulchin-Condon & Assoc., a Joint Venture. Work will include the excavation, forming and pouring of cast-in-place pile caps, shear walls, first floor slab, and east underpass extension for the International Terminal, and a portion of the utility tunnel designed under Contract No. 5601.

This activity is within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airports Commission on November 3, 1992. The program EIR prepared for the Master Plan adequately describes this activity and its potential environmental effects for the purposes of the California Environmental Quality Act (CEQA).

8. Modification No. 1 - Contract 5601C - Utility Tunnel and Utility Relocations, Phase I

No. 95-0309

Resolution approving Modification to increase scope of work to include 1700 feet of 24-inch aviation fuel pipeline to serve new Boarding Areas "A" and "G". \$1,000,000.00.

9. Award Contract 3440 - On-Call Environmental Remediation Services - CET Environmental Services, Inc.

No. 95-0310

Resolution awarding Contract 3440, On-Call Environmental Remediation Services as required as part of the Master Plan expansion program to CET Environmental Services, Inc. in the amount of \$3,565,118.00.



10. Award of Cotnract 3484 - Partial Demolition of Boarding Area "A" and Related Work

No. 95-0311

Resolution awarding Contract No. 3484, Partial Demolition of Boarding Area "A" and Related Work to Iconco, Inc. in the amount of \$389,000.

\* \* \*

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 11 through 13 were adopted unanimously.

11. Award Contract No. 3433A - Plot 3 Hardstands, Phase A - Oliver Construction, Inc.

No. 95-0312

Resolution awarding Cotnract 3433A, Plot 3 Hardstands, Phase A to Oliver Construction, Inc. in the amount of \$722,523.88.

12. Type II Modification - Contract 1723R - Firehouse No. 2 Replacement - Barnes/Lem

No. 95-0313

Resolution approving and authorizing a Type II Modification to Contract 1723R, Fire Station No. 2, to Barnes/Lem, Joint Venture, increasing the contract amount by \$160,995.11 and extending the contract time to Sept. 18, 1995.

13. Reimbursement to USAir, Inc. for Removal and Reinstallation of Jet Bridges - Not-to-Exceed Cost of \$600,000.00

No. 95-0314

Resolution approving reimbursement to USAir, Inc. for removal of jet bridges from Gates 10, 12 and 14, Boarding Area "A" and their reinstallation at Boarding Area "B", Gates 33, 34 and 35. Not-to-exceed \$600,000.00.

\* \* \*

H. CONSENT CALENAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 14 through 18 were adopted uanimously.



14. Modification No. 2 to Legal Services Contract with Ruiz & Schapiro to Increase Compensation by the Amount of \$50,000.00

No. 95-0315

Resolution approving Modification No. 2 to Professional Services Agreement with law firm of Ruiz & Schapiro to increase compensation by the amount of \$50,000.00.

15. Contract Modification No. 3 - Pacific State Airline Services, Inc.

No. 95-0316

Resolution authorizing the Director to modify agreement with Pacific State Airline Services, Inc. by increasing the contract cost from \$195,000.00 to \$263,000.00.

16. Lease Modification - Entertainment Center/Video Game Room Lease

No. 95-0317

Resolution approving lease modification to place Entertainment Center/Video Game Room Lease on percentage rent and eliminate the minimum annual guarantee.

17. Modification No. 7 - Lease & Use Agreement No. 82-0111 - American Airlines, Inc.

No. 95-0318

Resolution approving Modification No. 7 of American Airlines, Inc.'s Lease and Use Agreement No. 82-0111 to accurately reflect the amount of leased space occupied.

18. Resolution Ratifying Personnel Actions

No. 95-0319

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

\* \* \*

I. PUBLIC HEARING:





The public hearing was called to order at 10:22 AM and adjourned at 10:25 AM, there being no requests from the public to speak.

19. Hearing on Proposed Increase in Airport Controlled Cargo Facilities Rates

Proposed rate increases to (a) \$7.00, (b) \$10.20, and, \$11.00 per sq. ft. annually, depending on the space category.

\* \* \*

J. NEW BUSINESS:

There was no discussion by the Commission.

\* \* \*

K. CORRESPONDENCE:

There was no discussion by the Commission.

\* \* \*

L. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to confer with legal counsel regarding pending litigation entitled F.W. Spencer & Son v CCSF.

The Commission determined that it is not in the public interest to disclose the nature of the discussion.

\* \* \*

M. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:27 AM to go into closed session.

  
Jean Caramatti  
Commission Secretary



Based on aircraft geometry  
Total area IT, A, G,        2,000,000 sf finished space  
   400,000 covered, not enclosed  
BART Station - Concourse H - Seamless into IT @ level 3  
    Direct access up to Light Rail  
    Circulation through IT to N.Terminal  
        Moving Walks / Escalators

Levels	1	<ul style="list-style-type: none"> <li>Ramp operations</li> <li>Baggage system - inbound / outbound makeup</li> <li>Tour Assembly / Bus Terminals</li> <li>Building services <ul style="list-style-type: none"> <li>Power</li> <li>Mechanical</li> <li>Emergency power</li> </ul> </li> </ul>
	2	<ul style="list-style-type: none"> <li>Arrivals - 550,000 sf <ul style="list-style-type: none"> <li>FIS</li> <li>Bag Claim</li> <li>Arrivals Lobby - terminating passengers</li> <li>Transfer corridor - connecting pass. to domestic flights</li> </ul> </li> </ul>
	3.	<ul style="list-style-type: none"> <li>Departures - 410,000 sf <ul style="list-style-type: none"> <li>Ticketing - 6 islands - 168 positions - 7 agents per 747</li> <li>Lobby area - 300 x 900 = 270,000 sf <ul style="list-style-type: none"> <li>Height to underside roof 90'</li> <li>Trusses - max depth 32'</li> <li>Clear height - 58'</li> </ul> </li> <li>Concessions - 140,000 sf total, <ul style="list-style-type: none"> <li>Duty Free, Food Beverage, News &amp; Gifts</li> </ul> </li> <li>BART station access - seamless - <ul style="list-style-type: none"> <li>station functions westerly from west wall</li> </ul> </li> <li>Public seating - 240 seats plus concession seating <ul style="list-style-type: none"> <li>For well wishers</li> </ul> </li> <li>Exhibitions - 28 display cases per side</li> </ul> </li> </ul>



Security checkpoints - "A" & "G"

- 3 Airline VIP - shoulder buildings - access post security  
Passenger Information - front and circulation to N & S term.
- 3M Ticket counter ATO - mezzanine above ticketing - 30,000 sf
- 4 Tenant lease space -center above lobby - 30,000  
Airline VIP - shoulder buildings  
Light Rail stations N & S  
Mechanical Total tenant - 135,000
- 5 Tenant lease space - upper lobby area only - 75,000 sf
- Shell enclosure of shoulder buildings - add alternate - \$5m  
2 @ 40,000 = 80,000 = \$ 62 / sf - shell only

Passenger flow through terminal to aircraft

Passenger flow from aircraft through FIS to Arrivals Lobby or Transfer  
Lobby & connecting flights















